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PERMANENT INTERNATIONAL ASSOCIATION

OF

NAVIGATION CONGRESSES

PERMANENT INTERNATIONAL BOARD

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SESSION HELD AT MILAN

ON

SEPTEMBER 23rd, 1905

MINUTES OF PROCEEDINGS

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PERMANENT INTERNATIONAL ASSOCIATION

OF

NAVIGATION CONGRESSES

PERMANENT INTERNATIONAL BOARD

Session held at Milan on September 23rd, 1905

MINUTES OF PROCEEDINGS

The session was held in the Villa Reale, room N° 4, Mr. A. Debeil, one of the Presidents of the Permanent International Association of Navigation Congresses, presiding. The meeting was called to order at 10 o'clock.

The list of the delegates present from the different States is given in Appendix I of these minutes.

ORDER OF BUSINESS :

1° *Report of the Executive Office ;*

2° *Auditing of the Accounts ;*

3° *Report of His Excellency Mr. de Timonoff on the number of delegates which each State should have on the International Board ;*

4° *Additions to the Regulations ;*

5° *Place of meeting of the XIth. International Navigation Congress.*

Before calling the meeting to order, Mr. Debeil stated that his colleague, Mr. Helleputte, being kept in Belgium by the World's Congress, would be unable to be present at the session of the Board and at the meetings of the Xth. Congress. This absence will be deeply regretted, no doubt, by all the members of the Board as well as by those of the Congress.

Mr. van Hoerschelmann, retained at Warsaw by the needs of an exceptionally onerous service, tendered his excuses for not being able to be present at the meeting.

Mr. Sympher asked the Board to excuse the absence of Mr. Holle, who was prevented, by the necessities of his service, from reaching Milan before the 25th.

Baron Quinette de Rochemont explained that a recent death in his family prevented Mr. de Joly from being present at this meeting.

Messrs. Churruca, de Mas, Ortuno, Shu-Kia-Sian and Troost wrote to the office to explain their absence.

Annual Report of the Executive Office, Accounts.

Mr. DUFOURNY, the Secretary General of the Association notified the meeting of the adhesion of three new States. Japan has decided to give the International Association an annual allowance of 5000 francs. Finally Brazil, yielding to the solicitation of our Association and its Executive Office has, according to information just given by our excellent colleague, Mr. Corthell, just joined our work and has granted for this an annual subsidies of 2000 francs. Confirmation of this excellent news is expected (1). The Government of Canada gives us 1000 francs a year.

So, all the great American States are now members of the Association.

Our propaganda is complete and its results, so far as Governments are concerned, are perfect. But is it wholly so with Communities ? Has our action been sufficient ? Can it be considered as entirely effective ?

The report presented by the Executive Office shows that only 20 communities in the whole world have the right, by reason of the amount of their subscriptions, to send official delegates to the meetings of the Congresses. This number is evidently much too small.

M. Dufourny appealed to the devotion of the members of the Board to take steps in the direction of municipal authorities, chambers of commerce, navigation companies which are so powerful and prosperous in many countries, in order that many

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(1) This information has just been confirmed by the Department of Foreign Affairs of Belgium.

of these bodies may join our Institution. Here are found the sources of strength and initiative. Governments are much, enormous, but far too small if the cooperation of navigation do not appear in the form of its most active organisms : maritime cities, the authorities which govern them and the navigation companies which ply to and from them.

The financial state of the Association is brilliant. In spite of the expenses caused by the large number of publications required by the Congres of Milan, there is now on hand a sum of about 100,000 francs, while the sums yet to be paid amount to but little more than twenty thousand francs.

This statement was received with unanimous applause.

The Secretary General thought that it would be well to devote a part of this reserve, aside from the sum to be taken annually from the receipts, to the publication of the articles submitted to the Association and accepted by it under the conditions already laid down at various times.

He then asked the Board to approve the accounts prepared by the Office for the year 1904 and those for the first six months of 1905 ; these acounts could be examined, as in previous years, by a subcommittee of three members.

He then insisted on the necessity of having the number of reports which will be presented to future Congresses reduced; the report of the Executive Office contains detailed propositions on this subject.

Mr.Dufourny declared in conclusion that the experience which he has acquired personally in the organization of Congresses, a very arduous and complicated task, has imposed on him the duty of presenting, in his own name and that of the Executive Office, to his Italian colleagues the highest praise for the truly remarkable way in which they carried out the organization of the Congress of Milan. (*Approval.*)

Baron QUINETTE DE ROCHEMONT also thought that the propaganda in favor of the Association should be made lasting and be extended to communities. Renewed efforts should be made to bring in to the common work new and useful recruits.

He agreed with the Secretary General that the accounts should be audited in detail every year. This year, however, it would be difficult to do this because the bulk of the records of the Congress had been left at Brussels. In his opinion, then, credit should be granted to the Executive Office until next year. The next meeting will take place probably at Brussels about the month of May, and it was intended that the Permanent

Board would then make a very careful auditing fo the accounts. *(Unanimous marks of assent.)*

Finally, the honorable speaker thought that measures should be taken in the future to reduce the number of reports to be submitted to subsequent Congresses, as proposed by the Executive Office. The French members of the Board took care to be on the watch to obtain in France, at any rate, a selection of the reports to be presented to the Congress.

Mr. SYMPHER also approved the proposal to limit the number of reports. He considered, moreover, that the number of questions should be limited to three for each section. It were well that the Presidents of the delegations had the kindness, in accordance with the desire expressed to them by the Executive Office, to see to the choice of reporters and to limit the number of the latter in their respective fields.

Besides, a decision in this direction would involve no necessity of changing in any way the rules of the Association.

The honorable member insisted on the importance of having the reports and communications translated by technicians writing exclusively in their mother tongues.

He then expressed the desire that a uniform size be adopted for all the publications of the Association.

Mr. DUFOURNY observed that the Secretary General's Office had laid down the rule of conformity with the wishes just voiced by Mr. Sympher. The translations into German and English had been intrusted exclusively to translators named and recommended by members of the German and English delegations. The task of the translator is too delicate to be confided to others than those who are really experts.

It was resolved that, so far as possible, attention should be paid to the observations relating to the form of publications, at any rate so far as those issued by the Office are concerned. A large number of publications were kindly placed at the disposal of members of the Association by States, Cities, Communities and even by private parties. What is offered so liberally must be accepted without our being too hard to please in the matter of form.

Mr. DE TIMONOFF proposed to limit the number of questions to three for each section. He considered, moreover, that, in order that discussion might be more mature, it would be well to adopt, so far as possible, as questions for debate by the Congress, subjects which had been the object of former communications.

The speaker thought that it would be going too far to reduce the number of reporters on a given subject to one from each country, as proposed by the Executive Office ; such a step might hurt individual initiative. In any case, it would be well to limit to 20 the number of pages which might be presented by any country on a given question.

Mr. VERNON-HARCOURT took the side of the Executive Office which was already supported by Baron Quinette de Rochemont and Mr. Sympher ; he was of the opinion that, all things considered, the number of reports might be reduced, as proposed, and that only one reporter for each subject should be allowed.

The honorable member praised the efforts being made to increase the importance of the Association. He had spared no pains to gather adhesions in England, but he had not always succeeded as well as he wished. Perhaps, in order to reach the end proposed, it might be well to be somewhat generous in the distribution of publications made by our care and to send them to Communities, Navigation Companies, etc., so as to make the propaganda more effective by supporting it with material proofs.

He agreed with what Mr. Sympher had said as to the choice of translators. German, English, French can only be used properly by persons writing in their native language.

Mr. VANDER SLEYDEN had feared for a moment lest, by limiting the number of reporters on a given question to one per country, the members from countries having a large representation in the Association might have cause to complain at not having their due share and so finding themselves in a relatively disadvantageous position in regard to members from countries having a smaller representation, but he had been reassured by the opinions expressed by Messrs. Quinette de Rochemont and Sympher. Furthermore, many reports are likely to contain more information and data than would a single one. He is also one of those who believe in the necessity of making as large a reduction as possible in the number of questions to be submitted to the consideration of a Congres. In his opinion, the questions should be limited to three for each section, inland navigation and ocean navigation.

Mr. DUFOURNY would find it very convenient, especially for him who has to carry out the decisions of the Board, to have the number of questions and communications limited as strictly as had just been stated. But this point is delicate. We have to

count with countries which offer hospitality to the Congress and which nearly always have subjects for debate which are especially interesting to them and about which they desire to have opinions expressed. That was the case this year in Italy, whose delegates on the Permanent Board presented, at the last meeting of the Board, several subjects for questions and communications which were accepted with a view to better insuring the success of the Milan Congress.

It is well, added Mr. Dufourny, to have the desire just expressed by several of our honored colleagues, viz., to limit to three in each section the number of questions and communications, as a guide and a rule of conduct; but a little latitude must be left to the Executive Office, which agrees in principle entirely with the views of the Board, so as to judge the conditions and to relax the general rule in case of necessity. An inflexible rule would do harm at times.

Mr. VANDER LINDEN agreed to this proposition. The rule laid down, namely : to limit the number of questions and communications to three per section, with a single reporter for each subject and from each country, is a desideratum and not an invariable rule. Some countries may be interested in the special development of one question, while they are less interested in others. Concessions should be made when they can be justified. Mr. Vanderlinden thought that, by proceeding in this way, practical work could be accomplished without standing in the way of any initiative.

THE PRESIDENT, in his turn, supported the proposition of the Secretary General which softens a little any too great rigorousness of the rule mentioned.

Baron QUINETTE DE ROCHEMONT proposed that note should be made, as a matter of information, of the various opinions given on this subject during the session. The measures to be adopted will be settled finally when the time comes for the Board to prepare the series of questions for the future Congress.

Representation of States on the Permanent International Board.

Mr. DE TIMONOFF stated that he had been directed, at the meeting held in Brussels in May 1904, to present a report on the best system of representation of States on the Permanent International Board of the Congresses. The study which he had given to this question had lead him to a very simple solution. He proposed to give the different countries which contrib-

uted funds to the Association one official delegate for each sum of 1,000 francs entering into the total annual subvention from that country, it being understood that, if the subvenion did not reach a thousand francs, the country should have, all the same, the right to one delegate and that, if, on the contrary, it exceeded five thousand francs, the maximum number of delegates should be five.

Mr. SYMPHER considered the proposition just made as one deserving approval, with the reservation, however, of leaving the superior limit of representation undetermined. It is rational and it seems right that countries should be represented on the directing Board in larger numbers as their interests and dues are greater.

Mr. DUFOURNY supported the reservation just made by his colleague Mr. Sympher. He has the management of the treasury of the Association and he considered that, from this point of view, it was a matter of great interest not to limit the number of the delegates and to proportion this number to the dues and subventions received. He proposed the adoption of the principle of representation in accordance with the total subvention of the various States. It had been granted already that every country paying at least 250 francs should have the right to one delegate. He thought it well also to recall that the Board had decided already, at a previous meeting, that the Secretaries General of the different Congresses are *de jure* members of the Permanent Board.

Mr. QUINETTE DE ROCHEMONT was of the opinion that the rule which had just been outlined was fully justified, with the reservation, however, that the number of delegates from a given country should not exceed a maximum of ten.

This proposition was adopted unanimously.

Additions of the rules.

THE SECRETARY GENERAL read the resolutions which had just been approved and those adopted by the Board since the regulations of the Association had been voted. These resolutions are contained in Appendix II of the present minutes.

Place of meeting of the XIth International Navigation Congress.

THE PRESIDENT pointed out the importance of the decision to be reached as to the place of meeting of the next Congress. Ahead of all other countries, those should be considered which have not, up to the present time, presided over the sessions of a Navigation Congress and among others, of Russia, Hungary, the United States, Spain, Portugal, etc.

Mr. GHERCEVANOFF, delegate from Russia, declared that in connection with Mr. de Timonoff, he would take the necessary steps with his Government to have the sessions of the next Congress held in Saint-Petersburg. At the next meeting of the Board at Brussels, the Representatives from Russia would undoubtedly be in position to make formal propositions on this subject. *(Marks of general assent.)*

Mr. FARAGO congratulated himself on seeing that the Brussels Office had thought of Hungary and had spoken of it as the meeting place, second in order should the chance arise, for the next Congress. He did not know, for the moment, how the Royal Hungarian Government would regard the matter of giving an invitation to the Permanent International Association of Navigation Congresses. But he would not fail, at all events, to find out as soon as possible,from competent authority, whether the next Congress can be held at Budapest, in case that circumstances should prevent the ultimate selection of Saint-Petersburg as the place for the meeting of this Assembly.

Mr. SYMPHER declared that he spoke the sentiments of all the delegates present, by offering the members of the Executive Office, and most especially Mr. Dufourny,the Secretary General, the thanks of the Association for the devotion which they had shown in looking after the publication of the numerous reports of the Milan Congress. This arduous work, which they had brought to a successful finish, was deserving of the highest praise.

Mr. Sympher's words met with the unanimous approval of all the members.

Mr. DEBEIL thanked his colleagues in the name of the Executive Office.

The meeting adjourned at 11. 30 a. m.

The Secretary General,
DUFOURNY.

A President,
DEBEIL.

List of Members

MM. DEBEIL (Alphonse), Directeur Général des Ponts et Chaussées, Bruxelles.

DUFOURNY (Alexis), Ingénieur en chef, Directeur des Ponts et Chaussées, Bruxelles.

SYMPHER, Geheimer Oberbaurat, Vortragender Rat im Ministerium der öffentlichen Arbeiten, Berlin.

WILLGERODT (Heinrich), Ministerialrat, Wasserbaudirektor, Strassburg i-E.

KRAUSE (Dr.), Justizrat, Zweiter Vizepräsident der Preussischen Abgeordnetenhauses, Erster Vorsitzender des Zentral-Vereins für Hebung der deutschen Fluss- und Kanalschiffahrt, Berlin.

KUHN (Richard), k. k. Baurat im k. k. Handelsministerium, Wien.

VANDERLINDEN (Jean-Florimond), Ingénieur en chef, Directeur des Ponts et Chaussées, Administrateur Inspecteur de l'Université de Gand, Gand.

GOBERT (Auguste), Ingénieur honoraire des Mines, ancien Président de la Commission organisatrice du 1er Congrès de Navigation, Bruxelles.

LAMBIN (Albert), Ingénieur Principal des Ponts et Chaussées, Secrétaire du Cabinet du Ministre des Finances et des Travaux publics, Bruxelles.

CORTHELL (Elmer-Lawrence), Civil Engineer, New-York.

HODGES (Harry-F.), Major of the Corps of Engineers of the United States Army, Washington.

SANFORD (J.-C.), Major of the Corps of Engineers of the United States Army, Philadelphia.

QUINETTE DE ROCHEMONT (Baron E.-T.), Inspecteur Général des Ponts et Chaussées, Directeur des Phares et Balises, Paris.

MALLET (Paul-Alfred), Ingénieur des Arts et Manufactures, Membre de la Chambre de Commerce de Paris.

VERNON-HARCOURT (Leveson-Francis), M.-A., M. Inst. C.-E., London (Westminster).

Herr FARAGO (Leopold), Ingenieur, Sektionsrat im kgl. Ungarischen Ministerium für Landvirtschaft, Budapest.

TORRI (Chevalier Albert), Inspecteur du Génie Civil, Rome.

ROTA (Chevalier Giuseppe), Directeur des Constructions Navales du Chantier Royal de Castellamare di Stabia, Castellamare di Stabia.

SANJUST DI TEULADA (Edmond), Ingénieur en chef du Génie Civil, Secrétaire général du X^e^ Congrès International de Navigation, Milan.

ITCHIJO (Prince Sanetoron), Capitaine de Frégate, Attaché naval du Japon, à Paris.

VAN DER SLEYDEN (Ph.-W.), ancien Ministre du Waterstaat, du Commerce et de l'Industrie, La Haye.

MENDES GUERREIRO (Jean-Varissimo), Inspecteur Général des Services des Travaux publics du district de Lisbonne.

DE TIMONOFF (Excellence), Professeur à l'Institut des Ingénieurs des Voies de Communication, Directeur des Voies de Communication de la région de Saint-Pétersbourg, Membre du Conseil supérieur technique à la Direction Générale de la Navigation maritime et des Ports, Saint-Pétersbourg.

GHERCEVANOFF (Michel), Membre du Conseil du Ministre des Voies de Communication, Curateur honoraire de l'Institut des Voies de Communication, Saint-Pétersbourg.

DE MORLOT (Albert), Inspecteur Fédéral en chef des Travaux publics de la Confédération Suisse, Berne.

Resolutions, having the force of by-laws, adopted unanimously by the Permanent International Board

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FULL SESSION OF JUNE 8, 1903.

I. — *Annual distribution of documents.*

The permanent members receive a certain number of articles and documents every year. These papers are printed in the language in which they are written by their authors (see p. 6 of the minutes).

II. — *Assignment of places at the meetings of the delegates from the various countries.*

The assembly adopts the alphabetical order in the language of the country in which the meeting is held ; the first place is on the right of the President, the second is on his left ; that facing the right represents the third and so on (p. 7).

FULL SESSION OF MAY 2, 1904.

III. — *Limitation of the right of vote of States and Communities.*

States have a right to an official delegate to the meetings of the Congress for every 250 francs which these States grant as an annual subvention to the Association. This figure is reduced to 100 francs for communities (p. 8 of the minutes).

IV. — *Distribution of documents to States and Communities.*

The number of copies of publications sent to States and Communities is fixed on the same basis as the right of vote (p. 8).

Each State or Community receives at least one copy of the publications, whatever be the amount of its subscription.

MILAN.

SESSION OF SEPTEMBER 23, 1905.

Proposed Resolutions.

The number of questions to be submitted to the deliberations of a Congress should be limited, so far as possible, to three for the Inland Navigation section, and to three for the Ocean Navigation section. This will also hold good for the communications printed at the cost of the Association, as mentioned in the next to the last paragraph of Article 14 of the Constitution. Each country may furnish only one report on a given question or communication.

Each country is entitled to as many representatives on the Permanent Board as there are times a thousand francs in the total annual subvention paid by the country to the Association. The number of representatives per country may not, however, exceed ten, and any country contributing at least 250 francs shall be entitled to one delegate.

The Secretaries General of the Congresses of Navigation form a part of the Permanent Board.

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OF

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MEETING HELD AT BRUSSELS

ON

MAY 28, 1906

REPORT OF PROCEEDINGS

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PERMANENT INTERNATIONAL COMMISSION OF NAVIGATION CONGRESSES

SESSION OF THE 28 MAY 1906

Executive Committee, Messrs : 1. Helleputte, 2. Debeil, 3. Dufourny.
Members, Messrs : 4. Sympher, 5. Mailliet, 6. Troost, 7. Vander Linden, 8. Gobert, 9. Lambin, 10. Wangermée, 11. Sanford, 12. Baron Quinette de Rochemont. 13. Mallet, 14. de Joly, 15. Vernon-Harcourt, 16. Torri, 17. Rota, 18. Sanjust di Teulada, 19. Robyns de Schneidauer, 20. de Timonoff, 21. Ghercevanof, 22. de Morlot.

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PERMANENT INTERNATIONAL ASSOCIATION

OF

NAVIGATION CONGRESSES

PERMANENT INTERNATIONAL COMMISSION

MEETING HELD AT BRUSSELS ON MAY 28, 1906

REPORT OF PROCEEDINGS

The International Commission held its annual meeting at Brussels on May 28, 1906, in the large hall of the Committee of General Direction of Bridges and Roads, Messrs HELLEPUTTE and DEBEIL presiding.

The list of the delegates from the various countriesis given in Appendix I of the report of proceedings.

The following members sent their excuses :

Messrs Bubendey, Charguéraud, Corthell, de Churruca, von Hoerschelmann, de Mas, Farago, Guérard, Holle, Honsell, Hodges, Krause, Kuhn, Prince Itchijo, Mendès Guerreiro, Raymond, Russ, Vander Sleyden, von Doemming.

ORDER OF BUSINESS :

1. *Annual Report of the Executive Committee;*
2. *Examination and Approval of Accounts;*
3. *Revised by-laws;*
4. *Place of meeting of the XI^th Navigation Congress;*
5. *Questions proposed for the Congress :*
   - A) *by Russia;*
   - B) *by former Congresses and by members of the Permanent Commission;*
6. *River Mortgages (resolution of the Congress of Milan). — Condition of the question;*
7. *Technical Dictionary.*

The meeting was opend at 10 o' clock.

After having welcomed the members of the Commission, and having thanked them for attending in such large numbers, President HELLEPUTTE took up the order of business.

1. Annual Report of the Executive Committee.

The Commission took up successively, and examined briefly the various parts of the Annual Report, its remarks thereon being as follows :

PART I. — WORK ACCOMPLISHED BY THE PERMANENT COMMISSION.

The strength of the Association is increasing year by year. Two new States, Canada and Bulgaria, have joined. Spain has increased its annual subscription from 2,000 to 3,000 francs. Everything seems to indicate, that Brazil is about to become a member. Finally, Baron Quinette de Rochemont, to whose activity and endeavours the Association owes the membership of most of the French Chambers of Commerce, expresses hopes of the possibility of insuring for the Association the valuable cooperation of the Governments of Indo- China, of Western Africa, and of the Suez Canal Commission.

The number of corporations added to our Association in Germany, Italy, and the United-States is very large; and our best thanks are due to the chiefs of the delegations from these countries.

As to those who join the Association on their own account, new members' names come daily to the office of the Secretary.

The General Secretary, while testifying cordially to the zeal and devotion of his colleagues on the Commission, makes a renewed appeal to their good will, in order to obtain from their respective governments a diplomatic support which cannot fail to insure to our Association the cooperation of States which have not yet joined. The Belgian Government has repeated its endeavours, but these would meet with a larger measure of success were other powers to aid and cooperate.

PART II. — Work of the Commission.

A. *Documents.*

Several documents were distributed to all the members during the year just passed.

These documents were, either offered free to the Association, or published under its auspices.

Large maritime cities have sent highly interesting articles on, and descriptions of, their installations. Several members of the Association have sent in technical reports and documents of great value. Such laudable initiative cannot be too highly praised. The General Secretary calls the attention of his colleagues to the fact. He asks the chiefs of delegations, when they consider a technical work published in the countries which they represent to be of interest to the Association, to bear in mind that they are authorized to submit it to the Executive Committee for printing and circulation, without waiting for the next Congress.

B and C. — Those points of the report, which relate to the Technical Dictionary and to River Mortgages, being mentioned in the order of business, will receive special consideration in the course of the meeting.

2. Financial situation and examination of accounts

The consideration of the financial situation was preceded by the examination of the accounts of the Association by the Committee appointed specially for the purpose, and composed of Baron Quinette de Rochemont, Major Sanford and Doctor Sympher. The examination took place in the office of the General Secretary of the Association on May 25 and 26, so that the delegates were able to report at the meeting of May 28.

Baron Quinette de Rochemont, speaking for his colleagues, pointed out the exact way in which the Committee of auditors proceeded to the verification of the books, to the checking of items, and the examination of receipts and expenses. A signature in blank having been given at Milan to the Executive

Committee, the verification of the accounts was taken up again, beginning with the year 1904. The balance sheets for 1904 and 1905 were verified, and particularly the detailed expenses relating to the Congress of Milan. The accounts for 1906 were examined with the greatest care.

In addition to the oral statements which he gave as to the way in which the accounts were examined, Baron Quinette de Rochemont adds a note prepared by the Auditing Committee and signed by himself and his colleagues. It runs as follows :

Report of the Committee charged with auditing the accounts of the years 1904 and 1905.

The correctness of the balance sheet for the year 1904 was established by verifying a certain number of entries taken here and there, and by the agreement of the various accounts.

The financial condition on December 31, 1905, was found also to be correct. A certain number of accounts were regularly audited, and especially those relating to the Congress of Milan. Sundry bills were examined.

Finally, the accounts from January 1, to May 25, 1906, were fully examined in detail. The agreement between the various books is perfect.

The Committee recommends, therefore, that the accounts for the years 1904 and 1905 be approved, as well as the financial situation on May 25, 1906, which shows assets amounting to fr. 118,468.31 (= $ 22,870.33 = £ 4,69.75 d).

(*Signed*) Baron QUINETTE DE ROCHEMONT, SYMPHER, SANDFORD.

Members of the Auditing Committee.

Baron Quinette de Rochemont congratulates the service of accounts, both in his own name and in that of his colleagues, for the perfect way in which the books are kept. All expenses, however small they may be, are noted carefully, and it is easy to check them.

Baron Quinette de Rochemont is happy to state the brilliant position of the Association, whose assets at the present time amount to fr. 118,468.31.

In the name of the Auditing Committee, he recommends the

approval of the balance sheet and the estimates presented by the Executive Committee.

This proposition was adopted unanimously.

No observation having been made in regard to the report of the Executive Committee, the Commission took up the discussion of the amended by-laws.

3 Amended By-laws.

The order of business calls for the revision of the text of a few paragraphs of the by-laws. The points to be amended will be discussed successively.

I. — Object and Organization of the Association

Art. 1, — Paragraph 2.

The question is to determine whether this paragraph is to stand or to be suppressed, as its text is bound to be changed as the number of congress meetings is increased.

In accordance with the proposal of President Hellebutte, the paragraph is retained, but it will bear the alteration « ten Congresses », which agrees fully with the title of the by-laws, viz : *By-laws amended in* 1906.

Messrs de Joly and Vernon-Harcourt ask for a slight change in the text of note N° 1, at the foot of Article 1. It would be well to place the Congress of The Hague among the congresses having inland navigation as their sole object.

Adopted.

Art. 2. — New text adopted without remark.

Art. 4. — Mr Sympher proposes to add « In addition », to the beginning of the 3rd paragraph. This proposition is adopted.

Mr Dufourny. — The words « and clauses of by-laws » have been added to 5° of the article to settle definitively a point which has several times given rise to discussion.

It should be well established that the Permanent Commission, which created the statutes, has the power to change them. Administrative regulations should not be discussed at a session of a Congress and at a general meeting.

The wording of Art. 4 is approved.

Art. 5. — The following text forming the first paragraph of the article was adopted as prepared by Mr Sympher, save a slight amendment proposed by Mr de Timonoff in order to make it clear that the number of the members of the Permanent Council shall be one or two for each State, according as the total annual contribution of such State is less or greater than 5,000 francs :

« The Permanent Council is composed of representatives » chosen from among the members of the Permanent Com- » mission, namely : one for each country whose annual sub- » sidy does not exceed 5,000 francs; two for each of those » countries whose annual subsidy is greater than this figure. »

4th paragraph. — Mr Dufourny insists on the necessity for adopting the new wording proposed. Our old law threw on the local Committee the care of directing the debates and of preparing the reports of the proceedings of the meetings. This is an excessive burden. It cannot be expected of a committee, formed for the special occasion, that it should have a thorough knowledge of our rules, of our traditions, of our forms of procedure, the wording of conclusions and reports of proceedings in the time required, and in the proper form. Our Commission should give great assistance to the local Committee, furnish vice-presidents well informed as to the uses and customs of our congresses, and picked secretaries to put in shape at once, with the assistance of stenography and the help of the speakers, exact and full reports of proceedings.

Mr Sanjust di Teulada supports Mr Dufourny's proposition, and all the more willingly because his personal experience has shown him how hard it is to obtain from unpaid secretaries, a quick and thoroughly reliable service.

Mr de Timonoff gives a hearty support to the opinion of his two colleagues, which is based on their own hard personal experiences. On his proposal, the wording of the 4th paragraph is made clear by the words : « proceeds to appoint *two* Committees... »,

and further on : « and it designates also secretaries... »

Art. 6. — Mr Dufourny. — The members of the Auditing Committee have been so kind as to acknowledge that the accounts and books are kept in accordance with good accoun-

ting practice. This result is due mainly to the appointment of an accountant who attends, in connection with the agents of the General Secretary, to whatever has to do with the funds of the Association.

Adopted.

Art. 9.— Subscriptions are payable to the *Executive Committee*.

Adopted.

Art. 10. — The changes proposed in 2°, first paragraph and 2° *letter C*, are adopted.

II. Meeting of the Congress.

Art. 12 and 13. — Mr Vanderlinden sees a disadvantage in limiting to a single one the number of reports on a given question or communication.

Experience has shown that attention is often given, in some country and at a given time, to a special question, and that several authors may wish to treat it differently and interestingly. Should this be prevented? Ought not the articles under discussion to be so worded as to allow the presentation from the same country of two or three reports on a specially interesting subject? It would be all the more easy to do this as each report is limited to twenty pages.

Mr Troost does not seize clearly the meaning of the objection. The one reporter can state perfectly well the various opinions called forth on a given question in a given country.

Mr Dufourny. — Evidently. The local reporter will do a part of what will be done later by the general reporter, who has in his possession the reports on a given question, furnished by the different countries.

Mr Helleputte. — Article 13 seems to meet Mr Vanderlinden's wishes.

It provides, in conformity with the remarks of Messrs Troost and Dufourny, that the local reporter shall take into consideration the various opinions which may be current in his country in regard to a given question.

Experience at Milan should put us on our guard against a rush of reports. We had a hundred-and-fifty of them. A means of keeping within bounds must be found, and at the same time

it must be possible for every one to express his opinion. The proposed wording provides for this double necessity.

Mr Sanjust di Teulada. – Is Article 12 of the By-laws well worded to prevent all difficulty? If each of the thirty-six States represented in the Association held to its rights and presented a dozen reports, an enormous number of publications would be the result. Hence, Article 12 does not prevent, in theory, a large number of reports.

The right might be given to each State to send in several reports on a question which interests it, while limiting the total number of reports from that country in accordance with its annual subscriptions, for example.

Mr Troost proposes to hold to the wording of Article 12. This wording was approved at Milan last year, let it not be changed. It is very well to show that, in theory, the text of the article many involove difficulties, but what will be the practical result? The number of reports at Milan would have been reduced by one-half if the wording of Article 12 had been then in force.

Mr Dufourny confirms this view, and remarks that the Railway Congress, in order to limit the number of reports, acts in conformity with Article 12.

Major Sanford thinks that the opinions of several engineers on the same question can be perfectly well collected in the same report.

Mr Vernon-Harcourt inclines toward the amendment offered by Mr Sanjust di Teulada, but under the condition that the number of reports per State be limited to six.

Baron Quinette de Rochemont. — It cannot be granted that, in practice, all the States will be identically situated as regards the Association. Quite a large number of them have only one or two members on our lists; it is enough to consult these lists to be convinced on this point. It is evident that these States are not going to send us reports on every question. Furthermore, the past is there to tell us what we have to expect.

The fears expressed are purely theoretical, and too much attention must not be paid to them.

The best solution, in my opinion, lies in retaining the text as it was worded at Milan.

Mr de Timonoff. — I agree with my hounorable colleague; but perhaps the Commission may think that difficulties would be smoothed over and that, in many cases, suceptibilities of self-esteem would be spared if several authors were allowed to sign the report from the country considered.

The first words of Art. 13 would then be : « *The author or the authors of the report... .* »

Mr Sympher approves the change, and, in order to make the interpretation of Art. 12 more flexible, he proposes to put these words : « *as a general rule* » at the end of this article.

Mr Hellebutte believes that he expresses the ideas of his colleagues by proposing to change the wording of Articles 12 and 13 as follows :

Last paragraph of Article 12 :

« As a general rule, each country, etc..... »

First paragraph of Article 13 :

« The reporter (or reporters) selected for a question..... »

Adopted.

Art. 18. — Mr Dufourny. — Experience has shown that the translations of resolutions voted by the sections do not conform always to the original text, that these resolutions as adopted by the sections differ greatly, at times, from the shape in which they are offered to the general meetings, and finally that a resolution of a section voted by a small number of members, may stand in need of revision at the general meeting. Article 18, as it stands, will allow the Congress to act with full and complete knowledge of the conditions.

Mr Sanjust di Teulada agrees with Mr Dufourny, he points out the troubles caused at the Milan Congress. There was an interval of only two hours between the last two sessions. The new wording gives the space of a day, which, this time, will be enough.

Mr de Timonoff approves thoroughly of the new form of Article 18. Undoubtedly it would be enough to resort to the intervention of the Permanent Council the day before the general meeting, without setting the whole Commission in motion.

Baron Quinette de Rochemont. — Yes, evidently.

Mr DE TIMONOFF. — Article 18 does not specify the object of intervention by the Council. This object is simply the editing of the conclusions to be presented at the general meetings, where they can be still further discussed and amended.

Mr HELLEPUTTE. — Article 18 evidently gives the Council no right to change the conclusions adopted by the sections, but to revise their form, and especially the translations. The general meeting has the right te discuss the conclusions and to change them if this be necessary.

Mr Helleputte proposes to adopt the following wording for the end of Article 18 : « ..... are transmitted by the general » reporter to the Permanent Council the day before the last » general meeting, are then laid before the latter where they » are discussed and voted upon. »

Adopted.

Art. 19. — Mr DUFOURNY. — The new wording increases the powers of the Executive Committee for reasons identical with those set forth in discussing the 4° of Article 5. The report of proceedings will gain in every way by being intrusted to the said Committee.

Adopted.

Mr SANJUST DI TEULADA. — Allow me to say a word about a difficulty which arose at the last congress.

Certain countries were represented by official delegates charged by their Governments to reply to the invitation of the Italian Government. They were represented also by members of the Permanent Commission. A certain degree of confusion arose from this cause, a few official delegates believing that they should be present at the meetings of the Permanent Commission or have places in the offices of the sections. The general Secretary at Milan had, on this account, a certain amount of bother which he would like to spare his successors.

Mr SYMPHER. — These last will have to do as did their predecessors, arm themselves with patience. They will have many difficulties to settle, but to settle every foreseen and unforeseen case cannot be thought of. People with good will can always come to an understanding.

Messrs HELLEPUTTE and DUFOURNY observe that the members of the Permanent Commission alone have the right to be present at the meetings of the Commission.

The Commission then took up the fourth point of the order of business : *The XI^th Congress.*

4 Place of meeting for the XI^th Congress of Navigation

The International Commission them took up the examination of the most important question in the order of business, the place of meeting of the XI^th International Navigation Congress.

Mr Dufourny. — At the time of the meeting of the Board held at Milan on September 23, 1905, our honourable colleagues, Messrs Ghercevanof and de Timonoff, who had already an intimation of the intentions of the Imperial Government of Russia, were so kind as te invite the Congress to hold its eleventh meeting at Saint-Petersburg, subject to later ratification by the Government.

On April 17/30, 1906, Mr Ghercevanof wrote to the General Secretary of the Association « that the organization of the next Congress was an affair definitively settled and fixed, and that the meeting would take place in the month of May, 1908 ».

« His Majesty the Emperor », said our honourable colleague, » expressed on March 17/30 last, for the second time, his » desire to see the Congress held at Saint-Petersburg, of which » notice as well as the invitation will be received by our Com- » mission through the ordinary diplomatic channel of inter- » national relations.

» I have been appointed President of the Committee of » organization for the preparatory work of the XI^th Congress. » We thought that the meeting of the Congress should be fixed » for the month of May, 1908, on account of local conditions » (breaking up of the ice, bright nights).

» Mr de Timonoff has been elected General Secretary of the » XI^th Congress. »

The official and diplomatic invitation announced by Mr Ghercevanof was not delayed; and on May 17 last, the Minister of Foreign Affairs of Belgium, to whose devotion and courtesy it is our Association's duty to render fresh and well merited trib-

ute, transmitted to the Executive Committee the following letter from the Imperial Legation of Russia at Brussels.

Imperial Legation of Russia.
N° 334.

Brussels, May 4, 1906.

To His Excellency
Baron de Favereau,
Minister of Foreign Affairs,
Brussels.

By order of my Government, I have the honour to appeal to Your Excellency's habitual courtesy by asking You to be so kind as to place before the Permanent International Commission of the Congresses of Navigation at Brussels, that, in view of the desire expressed by the majority of the members of the X[th] International Congress of Navigation at Milan, in September, 1905, to convoke the XI[th] Congress of Navigation at St-Petersburg, His Majesty the Emperor, My August Master, has given his consent thereto, and has ordered that the Permanent Commission sitting at Brussels be notified thereof.

I have the honour, etc.

(*Signed*) A. DE GIERS.

Mr HELLEPUTTE. — I am sure of being the interpreter of the sentiments of my colleagues of the Commission and of all the members of the Association, by expressing to Russia, in the name of the latter, our warmest thanks for the kind invitation given by her to the Congress, which we accept with equal earnestness and thanks. We hope that the next Congress will equal and even surpass, if that be possible, the International Congresses held heretofore. (*Unanimous marks of approval.*)

5. Questions proposed in view of the next Congress

Mr DUFOURNY. — In submitting to the deliberations of their colleagues a series of questions for the XI[th] Congress, the members of the Executive Committee considered that it was their duty, dictated, for that matter, by precedent, of take as their starting point the questions proposed by Russia. Slight amendments have been added to these questions with a view to taking into account the desirable points expressed by various coun-

tries, especially by Germany, the United-States, France, and Italy.

After a close and thorough examination of the work proposed by the Executive Committee, the following series of questions was finally approved.

I. — Inland Navigation.

A. *Questions.*

1. — Arrangement to be given to weir in rivers having great variations of discharge and occasionaly carrying down large quantities of ice, so as to subserve the interests of navigation and industry.

2. — Study of the economical and technical conditions of the working arrangements and mechanical traction of boats on rivers, canals, and lakes, and of the regulations necessary for this purpose. Monopoly of traction.

3. — Equipment of ports of inland navigation, especially the advance made in electric plants.

B. *Communications.*

1. — Application of armoured concrete to hydraulic constructions.

2. — Participation of the Government and the various parties interested in the expenses necessary for the development of inland navigation, including, if required, the power to be given to the Government to acquire a part of the land which would be improved in value along new waterways.

3. — Hydrometric services, prediction of floods and depths of water.

II — Ocean Navigation.

A. *Questions.*

1. — Fishery harbour and harbours of refuge for the coasting trade.

2. — Inland maritime ports, and means of access thereto. — Their advantages, — Economical and technical study.

3. — Construction of ports on sandy shores.

B. *Communications.*

1. — Appliances for repairs (dry docks, floating docks, lifting apparatus, etc.).

2. — Best types of sea-going vessels for transporting freight, in their relations to inland navigation ports and waterways.

3. — Application of armoured concrete to maritime works. — Means to insure its preservation.

According to the wish expressed by several Congresses, accounts of the most recently constructed works in the principal ocean ports are still kept in the order of business.

It is useful to remark that, during the discussion which preceded the approval of the series of questions, the attention of the members of the Commission dwelt especially on the wording of the 2[d] communication under inland navigation, and on that of the 2[d] and 3[d] communications under ocean navigation.

In connection with the first of these communications, Mr Sympher pointed out the advantage it might be to a government if it were invested with the right to acquire, along navigable waterways to be opened or altered, tracts of land to which these waterways would give increased value.

He mentioned that during the construction of the canal from the Rhine to Herne, the Prussian government had asked for 2,000,000 marks to buy land along this canal.

The Chamber of Deputies increased this sum to 6,000,000 marks; and the Senate expressed later the wish that the Government should give 20,000,000 to the purchases of land.

When the Teltow canal was constructed, the «arrondissement» of Teltow, the contractor for the canal, gave up buying any extensive tracts of land. Powerful private companies went to work at once to take up the operation, and realized a profit which would have reduced greatly the cost of building the canal, which was about 35,000,000 marks.

Baron Quinette de Rochemont remarked that French legislation is most definite on the point in question, and allows the State no chance to speculate, its powers being limited strictly to the acquisition of the land necessary for the construction of the works. Expropriated owners have even the right to

demand the return of tracts of land taken for works of public utility, which have not been used for this purpose. At the time of the great street works carried on in Paris by Baron Haussmann, the expropriations were carried beyond what was strictly necessary; and such protests were raised that the thing would be impossible now.

Mr Debeil stated that expropriations in Belgium are governed by a legislation similar to that of France.

Mr Sympher had no intention of defending or of attacking settled principles; but he thought it useful to find out what is done abroad, and to see the practical results obtained by various legislations.

It was with a desire to comply with the desire thus expressed that the Commission drew up the text of the 2^{d} of the communications (inland navigation).

2^{d} communication (ocean navigation) :

Baron Quinette de Rochemont called attention to the fact that the text proposed by the Russian delegates, and stated as follows : « Best types of sea-going vessels for transporting freight, » is pretty elastic and that its object wanders away a little, perhaps, from the end pursued by the Association of Navigation Congresses.

Messrs de Joly and Dufourny call to mind that, already at Düsseldorf and at Milan, questions relating to ocean transportation have been put. There are many members, especially maritime companies, who are greatly interested in questions of naval equipment.

Mr Vernon-Harcourt holds the same opinion. The members of the Congress in England, as well as the representatives of that country at Milan, saw with satisfaction that the Congress gives attention to naval equipment. A learned specialist, Mr Parsons, laid before the Xth Congress a very interesting paper on marine steam turbines; and the Institution of Naval Architects of London sent two delegates to the Milan Congress : Lord Brassey and the Secretary of the Institution.

Mr Helleputte thought that the views just expressed could be reconciled by considering naval equipment in its relations with sea ports and of inland waterways.

Unanimous assent was given to this proposition.

In the matter of the third communication (ocean navigation), Mr VANDERLINDEN expressed the wish that this communication be replaced by another relative to the revetments of the sides of maritime canals.

The other members, while recognizing the interest of the question raised by their colleague, think that it is useful to have light cast as soon as possible on the use of armoured concrete in the sea, and on the means of insuring its preservation. Up to the present time the question has never been presented; it is new, it is worthy of engaging attention, all the more as the preservation of concrete in the sea is a point not yet definitively settled.

6. River Mortgages.

The Congress of Milan had directed the Executive Committee to approach the International Maritime Committee of Antwerp, with the object of getting this Committee to consent to appoint a few members of our Association to form part of the Commission to be formed for the purpose of taking up the subject of river mortgages.

Mr DUFOURNY read the correspondence which had taken place in regard to the matter between the International Maritime Committee of Antwerp and the Executive Committee.

The Maritime Committee favours, in principle, the establishment of an international understanding in the matter of river mortgages, but it does not consider that the question can receive a general solution applicable to all countries. It has in view a limited agreement, and proposes the formation for this purpose of a commission on which there will be representatives from Germany, France, the Netherlands, and Belgium.

The members of the Commission agree to this proposition.

7. Technical Dictionary.

Mr SYMPHER recalls that, at the meeting held at Milan on September 23, 1905, the Permanent Council expressed the wish that the Association should take part in the preparation of a technical dictionary, to be published in 6 or 7 languages, and to contain all the terms used in navigation and hydraulics.

As a result of this wish, a special Commission was appointed, composed of Baron Quinette de Rochemont, Messrs Dufourny, Vernon-Harcourt, and Sympher.

Mr Dufourny had an interview with Mr Deinhardt, one of the authors of the Illustriertes Technisches Wörterbuch, and entered into relations with the firm Oldenburg, publisher of the dictionary relating to machines, a copy of which has been given to the members of the International Commission present at the meeting. This volume contains 2,200 words, and is published in six languages. Members of the Permanent Council expressed the desire to have the Dutch language added.

Mr Dufourny entered also into relations with Mr Hubert Janssen, editor-in-chief of the Technolexicon, the technical dictionary published in three languages under the auspices of the Society of German Engineers. This work is published in German, English, and French, and embraces all the branches of the engineer's art.

Mr Dufourny, in order to give additional insght to the Permanent Commission, tried to draw up a chapter of the dictionnary to be prepared. He selected for this purpose everything concerning « Breakwaters (*môles*) ». The result of this trial was that the dictionary would have to include a really quite large number of words; that its preparation would be long, delicate, difficult, and costly; that our powerful Association should not, without ripe reflexion, undertate such a dictionary and assume the responsibility of it.

Should we then enter upon this course, or would it not be more prudent to buy for our members Deinhardt and Schlomann's dictionary, prepared exclusively by the care of these authors, or, better still, to wait for the « Technolexicon », this dictionary compiled, in the three languages of the Congress, by the learned Association of the engineers of Germany?

Mr Sympher set forth again the question in brief.

At Milan, the Commission decided to distribute a technical dictionary of the members of the Association. We have before us two types of dictionary : Deinhardt's, which will bepublished in several volumes, and which, for the construction of machines, contains 2,200 words. This dictionary is in six languages. It would be well to Dutch add to these. A copy of this dictionary is before the members of the Commission.

The other is Doctor Janssen's dictionary; it is the techno-lexicon published by the Society of German Engineers.

What our Association needs is a dictionary of the most frequently used words.

It should be in two parts : the first containing technical words properly so called, relating to works, to the construction of navigable waterways; the second containing words belonging to the economic side, to navigation, law, administration, according to the annexed programme which I have drawn up. (Appendix II.)

The Oldenburg firm makes our Association two propositions: it would publish for us specially a dictionary which would not be for sale. This dictionary would contain 5,000 words and be in two volumes corresponding to the division indicated above.

The programme for the dictionary would be determined by our Association, which would furnish the necessary matter, that is to say, the words and illustrations. The translations would be made by the publisher; a proof of the translations would be submitted to us.

The price for 2,000 copies would be 4 marks per word. Thus the two volumes, containing 5,000 words, would cost 25,000 francs unbound. The price would be increased, eventually, in proportion to the number of additional languages and words which the Association might wish to have. Mr Sympher thinks that 5,000 words would suffice.

The second proposition is the following :

The Oldenburg firm would add to the twelve volumes, which it intends to publish, one on navigation. This volume would be so arranged as to meet our needs; but it too would be for sale. It would be a part of the series which the Oldenburg firm is publishing.

The price of 2,000 copies with 5,000 words, under this supposition, would be only 22,500 francs. Perhaps, a still further reduction may be obtained, for example the binding might be included in this price.

Our Commission would supply the material for the dictionary. The Oldenburg firm would do the translating and all the rest of the work. We would correct the proofs. A committee should be appointed to treat with the publisher.

Mr Dufourny has related the unsuccessful attempt he made by taking breakwaters as the starting point of his dictionary; but the work as he conceived it goes for beyond what we can demand; and we must all agree that such a work would be far too large, and could not be realized practically.

Mr Dufourny finds that the Deinhardt dictionary would not be sufficiently complete, and expresses his preference for Doctor Janssen's technolexicon.

I take the liberty of stating that Doctor Janssen's work will be very large. We do not know how many words it will contain; but their number is legion. The publication of this dictionary will cost 600,000 marks, of which the Society of German Engineers contributes the largest share, 500,000 marks. The Technolexicon will cost 100 to 120 marks per copy. We cannot think of distributing such a work to our members. That would involve an outlay which might go as high as 200,000 marks.

But must all idea of a dictionary be given up on that account? I do not think so. My opinion is that an incomplete dictionary is better than no dictionary at all.

A dictionary of 5,000 words relating to the objects interesting our Congresses would surely be a great aid in the translation of the articles laid before us.

I inquired as to when the Technolexicon would be finished. The answer was that it would not be done before 1910. But this information is purely negative. It is not known at all when the work will reach its end, and it will take, perhaps, a long time to come.

On the other hand, a dictionary of 5,000 words, such as Deinhardt's, might be finished for our next Congress.

The financial situation of our Association would allow, furthermore, the undertaking of an outlay of 25,000 francs which would be necessary.

I propose, therefore, that the present dictionary Committee be completed by adding to it one of our colleagues from Italy, one from Russia, and one from the Netherlands, so that every language may have its representative. This Committee so completed would see that the dictionary would be published for the next congress.

After a short exchange of views on the propositions of Mr Sympher, Mr HELLEPUTTE proposed the following:

The Committee on the Dictionary will be completed, in accordance with Mr Sympher's proposition, by Mr Sanjust di Teulada for Italy; Mr de Timonoff for Russia; a member for the Netherlands. This Committee will be authorized to begin negotiations with the Oldenburg firm for the publication of the dictionary. An allottment of 25,000 francs will be placed at its disposal.

If, however, the Committee should encounter, upon the re-examination which it will make of the question, too great difficulties, or should have doubts as to the success of this undertaking, it will report again to the Permanent Commission.

This proposition was adopted unanimously by the members present.

The meeting adjourned at one o'clock.

A. DUFOURNY,
Secretary General.

G. HELLEPUTTE,
A. DEBEIL,
Presidents.

APPENDIX II.

PERMANENT INTERNATIONAL COMMISSION

OF

NAVIGATION CONGRESSES

SESSION OF MAY 28, 1906

Members present :

Presidents :

Messrs HELLEPUTTE (Georges), Honorary Engineer of the Ponts et Chaussées, Professor at the University of Louvain, Member of the Chamber of Representatives, Vlierbeek (Kessel-Loo, Louvain) ;

DEBEIL (Alphonse), Director General of the Ponts et Chaussées, Brussels.

Secretary General :

Mr. DUFOURNY (Alexis), Chief-Engineer, Director of the Ponts et Chaussées, Brussels.

Members :

Messrs Dr. Engineer SYMPHER (Leo), Chief Privy Commissioner of Constructions, Member of the Council in the Ministry of Public Works, Berlin ;

SANJUST DI TEULADA (Edmond), Chief Engineer of the Royal Corps of Civil Engineers, Milan ;

MAILLET (Toussaint-Valérie), Honorary Director General of the Ponts et Chaussées, Brussels ;

TROOST (J.-L.), Honorary Director General of the Ponts et Chaussées, Brussels ;

VANDERLINDEN (Jean-Florimond), Chief Engineer, Director of the Ponts et Chaussées, Administrator-Inspector of the University of Ghent, Ghent

GOBERT (Auguste), Honorary Engineer of Mines, former President of the Committee of Organization of the first Congress of Navigation, Brussels ;

LAMBIN (Albert), Principal Engineer of the Ponts et Chaussées, Private Secretary to the Minister of Finances and Public Works, Brussels;

WANGERMÉE (Emile), Major of the Belgian Military Engineers, Vice Governor-General of the Independent State of the Congo, Brussels;

SANFORD (J.-C.), Major of the Corps of Engineers, United States Army, Philadelphia;

QUINETTE DE ROCHEMONT (Baron E.-T.), Inspector General of the Ponts et Chaussées, Director of Lighthouses and Beacons, Paris;

MALLET (Paul-Alfred), Engineer of Arts and Manufactures, Member of the Chamber of Commerce, Paris;

DE JOLY (Georges), Engineer of the Ponts et Chaussées, attached to the Central Service of Lighthouses and Beacons, Paris;

VERNON-HARCOURT (Leveson-Francis), M.-A., M. Inst. C. E., London;

TORRI (Albert), Senior Inspector of the Royal Corps of Civil Engineers, Rome;

ROTA (Chevalier Giuseppe), Director of Naval Constructions at the Royal Navy-Yard of Castellamare di Stabia, Castellamare di Stabia;

ROBYNS DE SCHNEIDAUER (François), Honorary chargé d'affaires, Consul General of the Principality of Monaco, Brussels;

DE TIMONOFF (Excellency), Professor at the Institute of Engineers of Lines of Communication, Director of the Lines of Communication of the district of St-Petersburg, Member of the Upper Technical Council of the General Direction of Maritime Navigation and Ports, Saint-Petersburg;

GHERCEVANOF (Michel), Member of the Council of the Ministry of Lines of Communication, Honorary Curator of the Institute of Lines of Communication, Saint-Petersburg;

DE MORLOT (Albert), Federal Chief Inspector of the Public Works of the Swiss Confederation, Berne.

APPENDIX II.

TECHNICAL DICTIONARY

ARRANGEMENT

as proposed by Mr Sympher, Privy Councillor of the Government, and by Mr Roloff, Councillor of the Government.

I Navigable Highways.

1. *Preliminary works* :
   a. Surveys; *b*. Hydrographic and hydrometric work; *c*. Pluviometry (soundings and investigations of the rise and fall of water).
2. *Earthwork and dredging* :
   a. Blasting rock; *b*. Revetment work; *c*. Fascine work; *d*. Tools for the purpose.
3. *Regulation and Canalization of Rivers* :
   a. Works near the sources. Correction of torrents. Dams; *b*. Embankments and protection against floods; *c*. Regulating works : spurs, submersible dykes, dykes, openings, cut-offs; *d*. Utilization of hydraulic forces.
4. *Canals*.
5. *Ports* :
   a. Kinds and arrangement; *b*. Means for handling cargoes: storehouses, silos, derricks and cranes, elevators, etc.; *c*. Sidings, lighting, and distribution of power.
6. *Constructions* :
   a. Generalities : 1. Building materials. 2. Foundations. 3. Machines used (pile-drivers, pumps, diving apparatus, etc.); *b*. Locks; *c*. Lifts for barges; *d*. Waste weirs; *e*. Siphons and culverts; *f*. Stop gates; *g*. Bridges; *h*. Canal bridges; *i*. Protecting the banks : 1. Quay walls. 2. Trestles. 3. Other means of protection.
7. *Buoying navigable waterways, lighting, and pilotage*.

II Navigation.

1. *Generalities.*
2. *Sailing vessels and tug-boats* : types, construction, equipment.
   a. Barges for inland navigation; *b.* Ships.
3. *Steamboats, automobile boats, ferry boats, ice-breakers* :
   a. Hull of vessel and outfit; *b.* Machinery for navigation; *c.* Boilers (fuel, smoke consuming); *d.* Propellers.
4. *Ship yards* :
   a. Slip ways; *b.* Dry Docks; *c.* Shops.
5. *Propulsion of vessels* :
   a. Resistance of vessels; *b.* Traction of barges (by animals, towing, hauling on chain or cable, by traction engines).

III. Law, Administration, and Economy.

1. *Legislation* :
   a. Responsibility; *b.* Insurance; *c.* Loans; *d.* Expropriation; *e.* Other points of law.
2. *Administration of navigable waterways and ports.*
3. *Calculation of expenses and revenue* :
   a. Expenses; *b.* Tariffs (including those of railways).
4. *Statistics.*

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OF

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PERMANENT INTERNATIONAL ASSOCIATION

OF

CONGRESSES OF NAVIGATION

PERMANENT INTERNATIONAL BOARD

Meeting held at Saint Petersburg, May 31, 1908

REPORT OF PROCEEDINGS

The annual meeting of the Permanent International Board of the Congresses of Navigation was held on May 31, 1908, at the Imperial Conservatory of Music at Saint Petersburg, Mr. Alexis Dufourny, Secretary General of the Association presiding, in the absence of the Presidents, Messrs Helleputte and Debeil, unable to attend.

Present :

Austria :

Mr. Russ (Dr Victor), Präsident der Oesterreichischen Norwest Dampfschiffahrtsgesellschaft, Mitglied des k. k. Staatseisenbahnrates und des Beirates für Wasserstrasse, Mitglied des Oesterreichischen Herrnhauses, Vienna.

Belgium :

Messrs. Troost (J.-L.) Honorary Director General of the Ponts e Chaussées, Brussels;

Dufourny (Alexis), Chief Engineer, Director of the Ponts et Chausées, Brussels;

VANDERLINDEN (Jean-Florimond), Chief Engineer, Director of the Ponts et Chaussées, Administrator and Inspector of the University of Ghent;

RICHALD (Joseph), Principal Engineer of the Ponts et Chaussées, Professor at the University of Ghent, Brussels.

China :

Mr. LIOU-SY-TCHANG, Secretary of the Chinese Legation, Brussels.

Denmark :

Mr. WESTERGAARD (Viggo), Wasserbaudirektor, Copenhagen.

England :

Mr. STEVENS (Marshall), F. S. S., Manchester.

France :

Messrs. QUINETTE DE ROCHEMONT (Baron E.-F.), Inspector General of the Ponts et Chaussées, Director of Lights and Beacons, Paris;

CHARGUÉRARD (André), Councillor of State, Director of Roads, Navigation and Mines, Paris;

JUNCKER (Albert), Inspector General, Secretary of the General Council of the Ponts et Chaussées, Paris;

MALLET (Paul-Alfred), Engineer of Arts and Manufactures, Member of the Chamber of Commerce of Paris;

DE JOLY (Georges), Engineer of the Ponts et Chaussées, on duty with the Central Service of Lights and Beacons, Paris;

DABAT, Director of Agricultural Hydraulics and Improvements at the Department of Agriculture, Paris ;

DE BOVET (Amand), Civil Engineer, Paris.

Germany :

Messrs. FREIHERR FRANZ VON COELS VON DER BRUGGHEN, Unterstaatssekretär in Ministerium der öffentlichen Arbeiten, Berlin;

VON DŒMMINC (Albert), Ministerial- und Oberbaudirektor im k. Preussischen Ministerium der öffentlichen Arbeiten, Berlin.

SYMPHER, Geheimer Oberbaurat, Vortragender Rat in Ministerium der öffentlichen Arbeiten, Berlin;

KRAUSE (Dr), Justizrat, zweiter Vizepräsident des Preussischen Abgeordnetenhauses, Erster Vorzitzender des Zentral-Vereins für Hebung der Deutschen Fluss- und Kanalschiffahrt, Berlin;

SCHOLER, Kaizerlicher Regierungsrat, Mitglied des Kaiserlichen Kanalamts, Kiel;

BUBENDEY (Johann-Friedrich), Wasserbaudirector der freien und Hansestadt Hamburg, Hamburg;

FECHT, Wirklicher Geheimer Oberbaurat, Berlin;

ENGELS, Geheimer Hofrat, Professor, Dresden.

Holland :

Mr. DEKING-DURA (Adrianus), former Chief Engineer, The Hague;

Hungary :

Mr. FARAGO (Léopold), Engineer, Councillor of Section at the Royal Hungarian Department of Agriculture, Budapest.

Italy :

Messrs. TORRI (Albert), Senior Inspector of Civil Engineers, Rome;

ROTA (Guiseppe), Director of the Works of Naval Construction at the Royal Navy Yard of Castellamare di Stabia:

SANJUST DI TEULADA, Chief Engineer of Civil Engineers, Secretary General of the Xth. International Navigation Congress, Milan.

Japan :

Messrs. KACHICHI UCHIDA, Director of the Office of the Merchant Marine, Department of Communications, Tokio;

K. MORIYAMA, Commander, Legation of Japan, Paris;

OKINO TADAO, Kogaku-hakushi, Engineer of the Department of Communications, Tokio.

Portugal :

Mr. MENDES GUERRERO, Inspector General of the Services of Public Works of the district of Lisbon.

Russia :

Messrs. DE TIMONOFF (Excellency), Engineer of Lines of Communication and of Civil Constructions, Councillor of State, Professor at the Institute of Engineers of Lines of Communication, Member of the Council of Engineers and Director of Satistics and Cartography in the Department of Lines of Communication, Member of the Technical Council in the Department of Commerce and Industry, Member of the Council of Statistics of the Empire, Member of the Hydrological Committee;

SALOFF (Basile) (Excellency), Privy Councillor, President of the Council of Engineers at the Department of Lines of Commuication;

MAXIMOVITCH (N.-I.) (Excellency), Councillor of State, Director of Roads and of Inland Navigation;

DE HOERSCHELMANN, Councillor of State, Chief in charge of the Administration of Lines of Communication, at Warsaw.

Siam :

Mr. DU PLESSIS DE RICHELIEU (ViceA-dmiral Andreas) (Phya Cholaynt Yothin), Copenhagen.

Spain :

Mr. BROCKMANN (Guillerino), Chief Engineer of the Service of Maritime Signals, Madrid.

Sweden :

Mr. HANSEN (Frederik-Wilhelm), Director of the Canal of the hydro-electric Power Stations of the State, at Trolhättan, Commandant of the Corps of Bridges and Roads, Trolhättan;

United-States :

SANFORD (Major, J.-C.), Corps of Engineers, United States Army, Philadelphia.

Excused by letter :

Belgium :

Mr. GOBERT, Honorary Engineer of Mines, Brussels.

Bulgaria :

Mr. MORFOFF, Chief of the Service of Ports, Sophia;

Germany :

Messrs WIEGAND, Director General of the North German Lloyd, Bremen;
LINDLEY, Civil Engineer, Frankfort-on-the-Main.

Mexico :

Mr. SALAZAR, Engineer, Director of the National School of Engineers, Mexico.

Peru :

Mr. GAMIO, Consul General, at Antwerp.

Spain :

Mr. DE CHURRUCA, Inspector General, Director of the Works of the Port of Bilbao.

Switzerland :

Mr. DE MORLOT, Federal Inspector-in-chief of Public Works, Berne;

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The meeting was called to order at 3 h. 30 P. M.

ORDER OF BUSINESS :

1° Report of the Executive Committee;
2° Auditing of the Financial Situation of the Association;
3° Resignation of the Secretary General of the Association;
4° Reports of the Congress;
5° Article 18 of the by-laws; conclusions;
6° Order of the Speeches to be made during the Congress.

In opening the meeting, Mr. Dufourny announces that of the three members composing the Executive Committee, only one, the Secretary General, could be present. The first President, Mr. Helleputte, Minister of Railways, was kept at Brussels, against his wishes, by important events coming to pass at the last minute in his service. As to Mr. Debeil, second President, the State of his health in such as to prevent his making the journey to Saint-Petersburg.

The session will be devoted to the examination of the questions inscribed in the order of business, none of which is of exceptional importance.

As usual, the Report of the Executive Committee will be read as this narrates the work done during the year.

The report is appended hereto.

The President pays a last tribute to the members of the Board deceased during the year : Messrs. Ghercevanoff, Vernon-Harcourt and La Rivière.

He mentions the names and titles of the new delegates, directed by their respective Governments to replace the members who have passed away or to fill out their delegations on the Board.

The Board dwells successively on the chapters relating :

1° To the task accomplished by the Executive Committee during the organization of the Congress, a great task if ever there were one;

2° To the propaganda carried on toward States, Corporations and Members with a view to widening and strengthening constantly, with the assistance of the members of the board, the foundation of the Permanent International Association of Congresses of navigation. This Association should become universal; this is what engages the honor of those who have undertaken this work of peace and science.

Mr. DUFOURNY mentions in this connection a fact of great importance. One of the members of the Board, present at the meeting, Mr. Marshall Stevens, has been so kind as to take urgent steps with a view to bringing the English Government into our institution. He has aided the Executive Committee, has pointed out to it the paths to be followed and all that it was necessary to do to reach a result.

There is reason to hope that success will crown the new steps which have just been undertaken by the Executive Committee (1). If England were a part of the Association, it would be reasonable to count on India, Egypt and Australia in the near future. Then all the great nations, without exception, would belong to the Association which would thus have become universal. It would be the glory of the engineers to have been the first to reach this result which is so eminently useful in bringing the peoples together. Warm thanks were offered to the Secretary General and Mr. Marshall Stevens, who had done so much to bring about the great work accomplished.

The report of the Executive Committee points out also that important corporations and many permanent members have joined the Association through the efforts of Baron Quinette de Rochemont, Messrs. Sympher, Deking-Dura, Hansen, Bustos Moron and Sanjust di Teulada.

The report then notes that Russia presents only 60 personal members, but Mr. de Timonoff justly observes that 900 temporary Russian members have been inscribed for the Congress this year; that it is probable that many of these will become permanent members and that, in consequence, these new members cannot fail to give Russia an important place among the States which are patrons of the Association.

The Executive Committee has thought that it should insist, in its report, upon the delay in sending forward a large number of reports : three days before starting for Saint Petersburg, several reports were still coming in to Brussels! These delays have caused, evidently, a great complication in the work of the Secretary General's office and made well nigh impossible that of the general reporters.

Under these circumstances, the Committee again insists that the time allowed for the reception of the reports shall be increased to ten months and it hopes that this essential question will be examined at the next meeting of the Board.

Taking up the item of the order of business relating to the financial situation, Mr. Dufourny announces that the position on May 15

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(1) A few days later England made known her decision by sending the following telegram : « Great Britain joins Permanent Association Congress for inland navigation only Board of Trade. »

showed that the Association had nearly 210,000 francs to its credit. The assistance of Messrs. Quinette de Rochemont and Sympher was requested in order to verify this position of which Major Sanford had been able, as he passed through Brussels, to make a thorough and detailed examination.

In calling the attention of the members to the table given on page 28 of the report which shows to what extent each country participates in the work of the Association, the President points out that Germany, which has reached the first place, exceeds Belgium by several hundreds of francs in the amount of its dues. He expresses the hope that next year the difference will be still greater, and that it will be likewise for several great countries. He remarks that the more money comes in, the better able will the Association be to do good and useful work.

Mr. Dufourny finishes the reading of the report by dwelling especially on the passage where he mentions that for ten years he has done his dest to strengthen the foundation of the Institution. Now that this has become universal and that the cap stone of the building has been laid, he considers that his task is done and begs the Board to give him a substitute.

Baron QUINETTE DE ROCHEMONT joins, in the name of the permanent Board, in what has been said in the Report about the deaths which had occurred during the year. He notes with regret the disappearance of Messrs Ghercévanoff, Vernon-Harcourt, La Rivière, who have taken an active and earnest share in the Congresses of Navigation.

In the matter of reports, the distinguished head of the French delegation agrees in admitting that there are as many reports this year as there were for preceding Congresses, but he thinks that in the long run there will be fewer reports, in view of the special questions considered at the Congress of Saint Petersburg and which have made an exceptional addition to the programme. Under these conditions, he considers that it would not be desirable to extend the time granted for handing in the reports from eight to ten mouths. The Congresses being placed three years apart, Mr. Quinette de Rochemont fears lest the reports be somewhat out of date if prepared too soon. He admits that the mode of action which he praises increases enormously the labors of the Executive Committee, but the latter has done its work so well up to now that it must consent, in the general interest, to persevere

on this line. He appeals therefore to the devotion of the office of the Secretary General.

Baron Quinette de Rochemont notes that the financial situation is very brilliant. Mr. Sympher and he have examined very closely the accounts of preceding years and he says that he is ready to audit the documents sent to Saint Petersburg (1).

Another very delicate question is put : it is that raised by the resignation of the Secretary General of the organization of the Congresses. Mr. Quinette de Rochemont considers that the Association has reached a very critical moment. Of the two Presidents, one, Mr. Debeil, is ill; the other, Mr. Helleputte, was hindered from being present at Milan and Saint Petersburg. Under these circumstances, if the Secretary General should fail, the Association would be in great difficulty. The honorable member proposes therefore purely and simply to decline to accept the resignation of Mr. Dufourny, not only on his own personal account, but also in the name of Mr. Freiherr von Coels von der Brugghen, chief of the German Delegation, of Mr. Victor Russ, chief of the Austrian Delegation, in the name of all the members of the French Delegation, and surely in the name of all the delegations. (*Consent.*)

Mr. Quinette de Rochemont adds that is of the highest importance that Mr. Dufourny retain his post at least until the matter of reorganizing the Executive Committee is settled; but, personally, he desires to see him hold his office for a still much longer time. Again on this point, he is the interpreter of the sentiments of the German, Austrian, French and other Delegations.

As Mr. Dufourny is somewhat overworked, Mr. Quinette de Rochemont is of the opinion that he should have all the assistance that he may desire, and, as it has been a question of Mr. Richald as scretary in case that Mr. Dufourny should disappear, he proposes to appoint Mr. Richard as Assistant Secretary, so as to give Mr. Dufourny all necessary aid and assistance. He will then continue to take the same warm interest in the affairs of the Association, and he will be able to leave to Mr. Richald the care of questions of detail.

Mr. DUFOURNY expresses himself as deeply touched by the kindly words spoken by Mr. Quinette de Rochemont, and especially

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(1) This auditing is the object of a note annexed to the end of the present report of proceedings.

by the consideration advanced by him that the Association might find itself in trouble by the fact of his resignation. For nothing in the world would he wish the Association not to disappear — for that were impossible — but to be hampered in any way. He recognizes that the present difficulties of the Executive Committee and the necessity for the latter to furnish the report of proceedings of the Congress of Saint Petersburg complicate the situation very much and hence he consents, in view of the unanimous desire of his colleagues, to delay the moment of his retirement.

Mr. Dufourny therefore agrees to remain as Secretary General for some months still and until the next meeting to be held at Brussels. Meanwhile, Mr. Richald will take the title of Assistant Secretary and become initiated into the difficulties of this special office.

After performing these duties for a year and finding that the place suits him, Mr. Richald might, the Permanent Board agreeing, become Secretary General.

Mr. QUINETTE DE ROCHEMONT, in the name of the Board, enters a minute that Mr. Dufourny's resignation is withdrawn, that the question is laid over the be taken up again next May. Until then, Mr. Dufourny remains Secretary General with Mr. Richald as assistant. It is proper that Mr. Richald should be paid for his work and the Board leaves the matter in the hands of the Executive Committee.

Mr. DUFOURNY, proceeding to No 5 of the order of business, mentions that it had been noticed, at Milan especially, that the conclusions adopted by the sections had not always been drawn up with the clearness and precision required for statements of this kind. On this occasion, it will be necessary to revise the text of these conclusions and this care will fall on the Permanent Committee, as prescribed by article 18 of the by laws which reads as follows :

« The résumé of the discussions, arranged and edited by the » Committees of the Sections, together with the several conclusions » adopted by the majority of the Members voting, are transmitted » by the General Reporter to the Permanent Council the day » before the last General Meeting and they are then laid before » the latter where they are discussed and voted upon. »

The meeting of the Committee will be held on June 6, at the headquarters of the Congress.

A sixth point is put down in the order of business, viz : the order of the speeches to be made during the meetings and receptions of the Congress which is about to be opened.

A proposition looking to this end is submitted by the President of the local Board and the Executive Committee.

The object sought is to limit the number of speeches while allowing each country represented at the Congress to express its sentiments.

An exchange of views was held on this subject and, an agreement having been reached, the meeting adjourned at 4.15 P. M.

For the Executive Committee :

A. DUFOURNY,

Secretary General.

REPORT

OF THE

Auditing Committee of the Association

Major SANFORD, in passing through Brussels in May 1908, examined thoroughly and in detail the accounts of the Association and found that the receipts and disbursements were perfectly correct. A certain number of accounts, and especially those relating to the Congress of Saint-Petersburg were verified.

Baron QUINETTE DE ROCHEMONT and Mr. SYMPHER examined more generally, at Saint-Petersburg, the financial state of the Association by means of the ledger and accounts laid before them.

It appears from this examination that the assets of the Association amounted, on May 15, 1908, to fcs. 207,951.03, to which will be added the amount of the governmental grants of the different States and the dues of members and corporations (about 40,000 francs) still to be collected during the year.

So, the financial state of the Association is very brilliant and the Committee proposes to approve the accounts of the past year.

QUINETTE DE ROCHEMONT,
SYMPHER,
SANFORD,
Members of the Auditing Committee.

PERMANENT INTERNATIONAL ASSOCIATION

OF

NAVIGATION CONGRESSES

PERMANENT INTERNATIONAL ASSOCIATION

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Meeting held at Brussels

ON

MAY 17, 1909

MINUTES OF PROCEEDINGS

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PERMANENT INTERNATIONAL ASSOCIATION

OF

NAVIGATION CONGRESSES

PERMANENT INTERNATIONAL COMMISSION

Meeting held at Brussels on May 17, 1909

MINUTES OF PROCEEDINGS

The annual meeting of the Permanent International Commission of Navigation Congresses was held on May 17 in the Hall of Conferences of the Ministry of Public Works, 17, rue de la Loi, Brussels, under the Presidency of Mr. HELLEPUTTE, Minister of Railways, Posts and Telegraphs, and President of the Association.

The meeting commenced at 10.15 a. m.

AGENDA :

1. Report of the Executive Committee;
2. Financial Statement : Balance sheet and profit and loss account up to May 17th. 1909;
3. Estimates for the year 1909 : Receipts and expenditure;
4. Appointment of President in succession to Mr. Debeil, deceased;
5. XIIth. Congress :
   a) Meeting place ;
   b) Questions to be dealt with by the Congress ;
6. Extension of the programme of Navigation Congresses;
   a) Proposal made by Mr. RASCHKOVITCH on behalf of several members of the Congress, to form a section to deal with naval hygiene;
   b) Proposal made by Mr. A. DU PLESSIS DE RICHELIEU, concerning various questions relating to the mercantile marine;

7. Proposals :
   a) By Mr. DEKING-DURA, concerning the constitution of the Councils of the Congress;
   b) By Mr. VICTOR RUSS, to no longer admit temporary members to Navigation Congresses;
   c) By Mr. DE TIMONOFF, regarding the compounding of subscriptions;
8. Fluvial mortgages : Proposal made by the International Maritime Committee of Antwerp in accordance with the resolution of the Milan Congress, in 1905.

Present :

Executive Committee :

Messrs. HELLEPUTTE, Minister of Railways, Posts and Telegraphs, President.
DUFOURNY, Inspecteur général des Ponts et Chaussées, General Secretary.
RICHALD, Ingénieur principal des Ponts et Chaussées, Professor at the University of Ghent, Assistant Secretary.

Belgium :

Messrs. MAILLET, Directeur général honoraire des Ponts et Chaussées, Brussels.
TROOST, Directeur général des Ponts et Chaussées, Brussels.
PIERROT, Inspecteur général des Ponts et Chaussées, Directeur général des Travaux hydrauliques.
VANDERLINDEN, Inspecteur général des Ponts et Chaussées, Administrateur-Inspecteur de l'Université de Gand.
VAN GANSBERGHE, Inspecteur général des Ponts et Chaussées, Brussels.
LAMBIN, Ingénieur principal des Ponts et Chaussées, Chef du Cabinet du Ministre des Travaux publics, Brussels.
GOBERT, Ingénieur honoraire des Mines, late President of the Organising Commission for the 1st. Navigation Congress, Brussels.

Brazil :

Messrs. DE OLIVEIRA LIMA, Envoy Extraordinary and Minister Plenipotentiary, at Brussels.
DE SILVEIRA BULCAO, Consul général, Antwerp.

China :

Mr. LIOU-SI-TCHANG, Secretairy of the Chinese Légation, Brussels.

France :

Messrs. CHARGUÉRAUD, Conseiller d'Etat, Directeur des Routes, de la Navigation et des Mines, Paris.
JUNCKER, Inspecteur général des Ponts et Chaussées, Secrétaire du Conseil général des Ponts et Chaussées, Paris.
MALLET, Ingénieur des Arts et Manufactures, Membre de la Chambre de Commerce de Paris.
DE JOLY, Ingénieur en chef des Ponts et Chaussées, Professeur à l'Ecole Nationale des Ponts et Chaussées, Paris.
DABAT, Directeur de l'Hydraulique et des Améliorations agricoles au Ministère de l'Agriculture, Paris.
CRAHAY DE FRANCHIMONT, Inspecteur général des Ponts et Chaussées, Paris.
RESAL, Inspecteur général des Ponts et Chaussées, Paris.
FOUGEROLLES, Président of the Professional Syndicate of Contractors for Publics Works in France, Paris.

Germany :

Messrs. FREIHERR VON COELS VON DER BRUGGHEN, Unterstaatssekretär im Ministerium der oeffentlichen Arbeiten, Berlin.
BUBENDEY, Wasserbaudirektor der Freien und Hansestadt Hamburg, Hamburg.
MELCHER, Geheimer Kommersienrat, Mainz.
ENGELS, Geheimer Hofrat, Professor, Dresden.
FECHT, Wirklicher Geheimer Oberbaurat, Berlin.
THIERRY, Baurat. Professor a. d. Kgl. Technischen Hochschule, Berlin.

Great Britain :

Sir CECIL HERSTLET, Consul general of His Britannic Majesty, Antwerp.

Hungary :

Mr. KOHAYNI, Inspector of navigable waterways, Budapest, Envoy of the Hungarian delegation.

Italy :

Messrs. TORRI, Inspecteur supérieur du Génie civil, Rome;
SANJUST DI TEULADA, Ingénieur en chef du Génie civil, late General Secretary of the Xth. International Congress of Navigation, at Milan.

Japan :

Mr. MORIYAMA, Frigate Captain, Naval Attaché of Japan in Paris.

Monaco :

Mr. ROBYNS DE SCHNEIDAUER, Honorary Chargé d'affaires, Consul general of the Principality of Monaco, at Brussels.

Netherlands :

Messrs. VAN DER SLEYDEN, ancien Ministre du Waterstaat, du Commerce et de l'Industrie, The Hague.
DEKING-DURA, ancien Ingénieur en Chef, The Hague.

Peru :

Mr. GAMIO, Consul general of Peru, Antwerp.

Russia :

Messrs. DE TIMONOFF, Engineer, Privy Councillor, Professor, late General President and late General Secretary of the XIth. International Navigation Congress ;
ADADOUROFF, Privy Councillor President of the Council of Engineers ;
FLORINE, Conseiller d'Etat actuel, Ingénieur des Voies de communication, Saint Petersburg.
DE SCHOKALSKY, Major-General of the Imperial Russian Navy, St. Petersbourg.

Siam :

Mr. DU PLESSIS DE RICHELIEU, Vice-Admiral, Copenhagen.

Sweden :

Mr. HANSEN, Colonel du Corps des Ponts et Chaussées, Director of the Royal Administration of Hydraulic Motive Power, Stockholm.

Switzerland :

Mr. DE MORLOT, Federal Chief Inspector of Public Works for the Swiss Confederation, Berne.

United States :

Mr. SANFORD, Lieutenant-Colonel of the Corps of Engineers of the United States Army, Newport.

In opening the meeting Mr. HELLEPUTTE congratulated the new members of the Commission who were present :

On behalf of Germany :

Mr. DE THIERRY, Georges, Baurat, Professor a. d. Königl. Techn. Hochschule, Berlin.

On behalf of England :

Sir CECIL HERSTLET, Consul General of His Britannic Majesty, Antwerp.

On behalf of France :

Messrs. CRAHAY DE FRANCHIMONT, Inspecteur général des Ponts et Chaussées, Paris.
RÉSAL, Inspecteur général des Ponts et Chaussées, Paris.
FOUGEROLLES, Président du Syndicat professionnel des Entrepreneurs de travaux publics en France, Paris.

On behalf of Russia :

Messrs. ADADOUROFF, Privy Councillor.
SCHOKALSKI, Major-General Saint Petersburg.

On behalf of Belgium :

Messrs. PIERROT, Inspecteur général des Ponts et Chaussées, Directeur général à l'Administration centrale.
VAN GANSBERGHE, Inspecteur général des Ponts et Chaussées.

He was gratified to find that so many members, some of whom had come from far over the seas, had responded to the invitation of the Executive. He expressed his best wishes for the happiness and welfare of each member of the Commission and for the prosperity of the entire Association. The latter was in the most flourishing condition, the number of its members was increasing rapidly, and its financial position was gaining strength. This brilliant situation was the fruits of the work of the Commission. The President congratulated it and thanked it.

Mr. HELLEPUTTE regretted to have to remind them that the Association had experienced cruel losses during the past year. The General Secretary when he reads the annual report of the Executive Committee, will render the tribute which is due to the members who have passed away.

Amongst these, unfortunatèly, are colleagues who shone brilliantly in the foremost ranks and who were amongst the earliest and firmest mainstays of the Association. These gaps have been filled by new members who will follow in the footsteps of their predecessors and who will bring an active and efficient co-operation in the work of the Association.

The following members have sent excuses and expressed their regrets at not being able to attend : —

Messrs. Brockman, de Hoerschelmann, Drigenko, Embiricos, Goni, Guérard, Hodges, Hospotszki, Krause, Lagasse-de Locht, Lindley, Mendes Guerreiro, Pavie, Quellenec, Reumaux, Rota, Russ, Salazar, Sympher, Uchida, von Kvassay, von Schul, Westergaard, Yorke.

The Agenda is then considered and Mr. DUFOURNY, General Secretary, reads the report of the Executive Committee on the general condition of the Association from May 1st. 1906 to March 31st. 1909.

This report is appended. At the end of the report, Mr. Dufourny makes the following remarks :

1. Since printing the report, the Executive Committee has been notified of the death of Mr. Wiegand, Manager of the North German Lloyd. The General Secretary, on behalf of the Commission, expresses regret at the loss of a distinguished colleague and states that a circular letter as a tribute to his qualities has been sent to all the members of the Commission ;

2. The United States of America has informed them that it would be impossible to receive the members of the Congress in 1911. The American Government is drawing up a great programme for the extension of its system of navigable waterways. By postponing its visit for several years, the Congress will find this system completed and many waterways in full working order ;

3. Mr. de Timonoff has advised the Executive Committee that the Imperial Ministry of Marine of Russia has consented definitely to join the Association and to subscribe an annual sum of 2,000 francs ;

4. With reference to the active propaganda which various members of the Commission had been asked to undertake, the General Secretary is glad to point out how successful Mr. Charguéraud has been in this respect ; the results have almost exceeded the expectations which were based upon the goodwill and important position of the very much esteemed president of the French delegation. Mr. Charguéraud has, in fact, obtained the adhesion to the Association of the Chambers of Commerce of Lyons (300), Saint-Dizier (100), Boulogne-sur-Mer (100), Calais (100), Rouen (100), Roannes (100).

Mr. Dufourny ventures to hope that the success of Mr. Charguéraud so full of promise will be still further accentuated and that France will soon overtake Belgium in respect to the total amount of its subscriptions, which would, of course, only be natural.

Excellent results have also been obtained by Mr. Sanford who also has given himself a good deal of trouble in this respect. Soon after the publication of the report he was able to obtain one hundred members on behalf of the Executive Committee, amongst whom was a corporate body representing a subscription of 100 francs.

The propaganda of Mr. Corthell in South America has been most successful and the Association expects to receive many members from that quarter.

Mr. Sanjust di Teulada wishes to thank the Association for the generous subscriptions sent to Italy on behalf of the sufferers from the disasters in Sicily and Calabria.

He makes the following remarks : —

Gentlemen,

« On behalf of the Italian delegation, I have the honour « of again expressing the most sincere thanks from the countries « wich were present for the truly generous gifts that the Asso- « ciation has been good enough to make Italy in connection « with the disasters which have thrown Sicily and Calabria « into mourning.

« This is the second time that the Association has acted in « this wise towards my country. It is my pleasurable duty « to reiterate, in the presence of the members of the Commis- « sion, the thanks which the Italian Legation has transmitted « to the President.

« Thanks, gentlemen ! The Italian nation is grateful to you. « It is actions like these which show once more what a factor « our Association is in bringing about human fraternity and « goodwill. »

THE PRESIDENT thanks Mr. Sanjust di Teulada for the words which he has just spoken. He recalls that when the terrible disaster which has happened in Italy became known in Belgium there was only one thought and a spontaneous one in all hearts, namely, to assist the victims. It was the duty of the Association to intervene with a view to softening the blow from which the Italian nation suffered. For this reason the Executive decided to act promptly. Mr. Helleputte points out that on many occasions at previous meetings he has explained that every international movement, even though it may spring from a very special and narrow channel in the domain of human activity, reacts in a much larger sphere. By enabling the delegates of the various nations to meet, to know and to appreciate one another, our Association contributes towards the fraternity of the peoples. *(Applause.)*

The second question on the Agenda relating to the financial condition of the Association is then dealt with.

Mr. DUFOURNY points out that the net balance in hand of the latter amounts to 240,873.64 francs.

Messrs. Sanford, de Thierry et Juncker who were entrusted to audit the accounts of the Association have submitted the following report which is read at the meeting :

Report of the Committee which has been entrusted with Auditing the Accounts up 11th May 1909.

Brussels, 15th. May, 1909.

As Mr. Charguéraud was prevented from helping in the auditing of the accounts this audit has been made by the undersigned.

Cash in hand has been counted and the deposits in the Savings Bank have been checked by means of the official Savings Bank book, whilst the account at the Société Générale has been checked by a Pass Book of the current account.

The audit of the expenditure has been made by means of Invoices and Receipts. The accounts were found to be correct and in accordance with the data relating to the financial condition up to May 11th. 1909.

The subsidies received from each Government, in all 19, were checked by means of the Ledger and Balance Sheet.

As to the audit of the subscriptions from Corporate Bodies and permanent members, we have contented ourselves with checking these subscriptions by picking out a few of them haphazard.

The above work enables us to state that the balance sheet is in accordance with the books of the Association.

We therefore propose that you should pass the Balance Sheet which is before you and which shews that the balance in hand of the Association amounted to 240,873.64 francs on May 11th. 1909.

The financial position of the Association is therefore most satisfactory and we have pleasure in stating that the books have been kept in perfect order.

Members of the Commission of Audit,
SANFORD,
DE THIERRY,
JUNCKER.

This report is adopted unanimously.

THE PRESIDENT thanks the Audit Committee for the praise which has been addressed to the employees of the Association for the way in which they have carried out the work of their accounts.

Mr. DUFOURNY then reads out the estimates for the year 1909 which are contained in the Report of the Executive Committee and which are the third subject to be considered on the Agenda.

These estimates are carried unanimously.

The Commission then deals with the fourth subject on the Agenda which concerns the appointment of a President to take the place of Mr. Debeil, deceased.

Mr. VON COELS VON DER BRUGGHEN then asks to be allowed to say a few words and suggests that the Commission should deal with this question at the end of the meeting.

This proposal is accepted.

The fifth subject on the Agenda relates to the meeting place for the XIIth. Navigation Congress.

THE PRESIDENT confirms the remarks of the General Secretary regarding the impossibility of holding the XIIth. Congress at Philadelphia in 1911. According to Mr. Sanford, continues the President, the XIIth. Congress would have a greater chance of success if it were held in the United States in 1914 or 1915, because at that date a portion at least of the vast programme of works which are contemplated will have been carried out.

Mr. Charguéraud has asked to have the date of the Congress adjourned at least until 1912. There are two reasons for this suggestion, namely, the difficulties which are encountered in deciding upon a place of meeting for the next Congress and also the extreme desirability that the years in which Congresses are held should not coincide with the years during which navigation is suspened in Central Europe.

Mr. CHARGUÉRAUD insists upon this point and justifies the views by the following remarks :

France, Germany and Belgium came to an understanding

many years ago to suspend navigation on inland waterways at the same date, which generally begins about June 15th. By an unfortunate coincidence it had been decided to carry out this suspension every three years and the dates had been decided upon just at the very moment when the Association of Navigation Congresses — which hitherto had met every two years — decided on its account only to meet every three years and precisely in the years which had been settled for the suspension of navigation. Consequently the date chosen for holding the Congresses coincides exactly with the date when engineers are retained in their departments for carrying out the important work of repairs of canals and inland waterways. This raises a serious difficulty as those engineers whose ability is, one may say, most conspicuous, are kept at home in order to be able to supervise the repair of rivers and canals.

Mr. Charguéraud had some time ago already pointed out to the Executive the desirability of altering the dates of the Congresses so as to avoid the above coincidence and it has seemed to him that the present occasion is peculiarly suitable for altering these relative dates since the Commission has not yet decided upon the possibility of holding the next Congress nor upon its place of meeting. He suggests, therefore, that the next Congress should be held in 1912. If this Congress were to take place in America this would be an additional reason to those indicated by the President for holding it in that country, and if America were to fail us the Executive Committee will have longer time to find another country desirous of receiving the XIIth. Congress.

Mr. Charguéraud points out as an additional and secondary reason in support of his suggestion that the funds of the Association will be considerably larger if the meeting were postponed by one year. The financial resources would be greater if we mark time for one year more and we shall be therefore in a better position to meet an expenditure which might frighten some countries, after the sumptuous entertainments which were given during the St. Petersburg Congress.

THE PRESIDENT thinks that the salient point in Mr. Charguéraud's argument is the importance of not allowing the years of the Congress and the years of the suspension of traffic on waterways and canals to coincide.

This is the main point; for, supposing that the United States

were unable to invite the Congress in 1911, the Executive Committee would be in a position to find a country to receive the members of the Congress in 1911 and even thinks he can give an assurance that this could be done.

The financial situation which has been alluded to is exceedingly favourable and enables the Association to now meet the expenses of a Congress without stint. Consequently there is only one question before us. Are we, yes or no, to fix the meetings of the Congresses so that they shall not coincide with the years of suspension of navigation.

Mr. GOBERT very much fears that it would not be desirable to allow a period of four years to pass between one Congress and the following one. It means suspending the life of the Association for too long a time and this would be dangerous.

Mr. CHARGUÉRAUD remarks that the interval of four years would be exceptional and it would only occur once. There is therefore very little danger in these circumstances.

Mr. GOBERT is not convinced. Four years, says he, is a very long time for men of our age. Shall we be sufficiently strong and robust four years hence to make a long journey to America. Do not let us speak of our finances. They are prosperous and flourishing and enable us to meet where we will. Why, asks the speaker, should the Congress not be held in 1911 in Canada where there are so many admirable navigation works to study and so many lessons to learn, from the point of initiative, boldness of conception and rapidity of execution ?

The invitation from the Government of the country may be of use but the question is, is it indispensable ? If we tell the Canadian Government that the Congress desires to hold its meeting in that country and does not ask for a sumptuous reception nor for any expenses to be contributed, but only requests the loan of a building to hold its meetings and a programme of visits and authorisations to examine works of navigation, can we doubt for one instant that such a request would be received otherwise than favourably ?

The members of the Congress will have the opportunity of visiting the Barge Canal not far from the Canadian frontier,

which the Americans are building in the State of New York. The work of this admirable canal is being carried out with surprising skill and rapidity, and is described in a monthly bulletin which is distributed profusely and sent to all specialists abroad. Is it not preferable after all for the members of our Association to visit a canal in course of construction and to find themselves in the very centre of work rather than to visit a waterway which is already completed? Can one not learn better and more completely during the period of construction than after its completion?

Along the Barge Canal we shall find armies of workers and novel plant of astonishing power amongst which may be mentioned some dredgers which it is far more useful to see at work than to visit when they are idle after the construction of the navigable waterway.

Mr. Gobert concludes from the above that the next Congress should be held in Canada not later than three years after the Congress of St. Petersburg.

Mr. DE TIMONOFF agrees in principle with the views expressed by Mr. Charguéraud which would tend to facilitate a more numerous attendance on the part of engineers to International Navigation Congresses. As the suspension of traffic on canals in France, Germany and Belgium occurs every three years by a special convention between these three countries, there is evidently an impediment for a certain number of members of the Association, who may have to undertake to supervise some urgent repairs to these waterways, to attend a Congress of the date of the latter happens to coincide with one of these periods of suspension of traffic. But Mr. de Timonoff considers that one must not insist too much upon this objection. In the first place, these suspensions are limited to a very short time. Then again, they only take place in three countries. Also there is a tendency to dispense with them even in these very countries in order to satisfy the very justifiable claims of navigation and of commerce. Modern science, furthermore, enables all the necessary repairs to canal works to be carried out without stopping the traffic.

For these reasons Mr. de Timonoff considers that the question of the non-coincidence of a Navigation Congress with the year of suspension of traffic should be subordinated to the question

of the date of the XIIth. Congress and, without engaging in any undertaking at the present time, to always avoid such a coincidence at all future Congresses.

Whilst supporting the arguments of Mr. Charguéraud within these limitations, Mr. de Timonoff proposes to overcome the objection of a coincidence of date between the XIIth. Congress and a year of suspension of traffic, not by postponing the date of this Congress but, on the contrary, by anticipating the date. According to Mr. de Timonoff the XIIth. Congress should be held in 1910 and it would be desirable to hold it in Belgium. The year 1910 coincides with the 25th. anniversary of the First Navigation Congress which was convened at Brussels in 1885 on the initiative of Mr. Gobert, the father of Navigation Congresses. A quarter of a century of international work in the domain of navigation is a period of time which is worthy of celebration by a Congress held in the very country where the idea of Navigation Congresses first took shape. On the other hand, Brussels will have an International Exhibition in 1910, which will facilitate to a large measure the selection of documents, plans and models referring to the navigation of all countries and would lend a special glamour and special interest to the XIIth. Navigation Congress. The great works of Brussels-seaport, of the port of Ostend, of the port of Antwerp, of the Canal from Ghent to Terneuzen, etc., would be objects of interest for excursions for members of the XIIth. Congress. The period of the year in which the Congress should be held should be the end of the summer 1910. The sixteen months which remain before that date will be sufficient for Belgian engineers to organise the XIIth. Navigation Congress in view of their great experience in these matters, on condition that we give them a free hand in drawing up the programme of the Congress.

THE PRESIDENT thanks Mr. de Timonoff for the amiable words he has uttered on behalf of Belgium. The latter, says the speaker, would feel very gratified at the honour of convening another Congress ; she desires to do this as often as possible, but the question is whether she has sufficient novelties to shew and if the Association would not be weary of visiting the same works a fresh.

During a voyage be made a few years ago in Canada, the

president had occasion to meet a Mr. Belcourt, the then president of the Chamber of Deputies. He spoke to him on the subject of holding a Navigation Congress in that country. The idea seemed to please him but no steps were taken to give effect to this suggestion because negotiations had already been commenced with the United States.

It is very diffucult to convene a Congress in a country without the invitation of its Government. The Association of Navigation Congresses is certainly free to do as it likes in these matters, but would it be wise at this stage to depart from a rule which it has hitherto respected?

Canada, said the President, would certainly not refuse to invite our Association, but if the Commission decides that the next Congress must be held in 1910, then Belgium is perhaps the only country where a meeting could possibly be convened in so short a time. The preparation of a Congress in Belgium which has an organisation already for this purpose would demand less time than anywhere else. We might therefore decide at once to hold a Congress in 1910 and achieve our object successfully by giving the Belgian Executive greater latitude in the matter than in ordinary cases.

Mr. VANDERLINDEN has some doubts of the possibility of holding a Congress in 1910, nothwithstanding the special facilities and conditions which are to be found in Belgium. Is it not a question of absolute lack of time? The debates which have taken place during previous meetings of the Permanent Commission would seem to indicate that at least a year is required for the preparation of the reports of the Congress. In these circumstances is it practicable to hold a meeting in 1910?

For his part, Mr. Vanderlinden would support the proposal of Mr. Charguéraud to postpone the Congress to 1912 and to leave a period of four years between the XIth. and XIIth. Congresses.

Mr. DE THIERRY is of the same way of thinking as Mr. Vanderlinden. But why wait until 1912? Could not one settle upon the year 1911 if the Association were to receive an invitation for that date? Does the question of suspension of traffic merit an adjournment of date?

Mr. MALLET would like the Association to decide whether or no it is advisable that the year of the Congress should coincide with the year of suspension of traffic. Having once settled this point the debate will have made great headway. We are dealing with a question of principle as the difficulties which have been referred to occur every three years.

Mr. JUNCKER, as a member of the Commission of Suspension of Traffic, points out the disadvantages which would accrue from a coincidence of dates as mentioned by Mr. Charguéraud. The Congress of St. Petersburg which was held during the first days of June suffered from this coincidence as many engineers were prevented from attending this Congress.

Mr. FECHT is of the same opinion as Messrs. Juncker and Charguéraud.

Mr. MALLET thinks that perhaps a compromise could be effected, and the XIIth. Congress held during the year 1911, if September were selected as the date for holding this Congress, when the suspension of traffic is over.

THE PRESIDENT considers that the matter has been sufficiently discussed and puts the question to the vote in the following terms : —

« The Commission resolves that the meetings of future Navi-
« gation Congresses shall no longer take place during the years
« of suspension of traffic on the canals and rivers of Central
« Europe. »

Mr. GOBERT proposes the following amendment : « The meetings shall no longer take place during *the periods of suspension of traffic.* »

THE PRESIDENT considers that this amendment would complicate matters for it adds a fresh difficulty to the others in settling the year. He considers it would be better to adopt a drastic measure.

Mr. DEKING-DURA considers that the years of suspension of traffic must be completely eliminated as the date of the Congresses cannot be fixed invariably for the month of September

and must vary according to the country in which the meeting is held.

The resolution, as worded above by the President, was put to the meeting and adopted by the Commission.

It is therefore resolved that there shall be no more coincidence of year between the date of the Congress and the year of suspension of traffic and that consequently the XIIth. Congress will not be held in 1911.

THE PRESIDENT then puts the question te the meeting as to whether the Congress can be held in 1910. Some objections have been raised by Mr. Vanderlinden to Mr. de Timonoff's proposal. This proposal could evidently not be carried out without some difficulties, but it is within the realm of possibility and I know the zeal of the staff of the Congress well enough to say that the thing can be done. If the Congress were held in Belgium in 1910, and if the work were commenced without delay, it would be possible to succeed as one would work diligently and the Executive would be authorised to dispense with many formalities.

Mr. DE TIMONOFF remarks that only a month and a half ago in Paris it was resolved to hold the Second Road Congress in Brussels in 1910. There is very little time for organising this Congress and yet there is no doubt that it will be completely successful. It would be just the same for the XIIth. Navigation Congress if it were held in Brussels, subject to the Executive being allowed some latitude in regard to the preparations as suggested by the President.

Mr. CHARGUÉRAUD considers that if Belgium expresses the desire of convening the Congress in Brussels in 1910 it will be welcomed by everyone; but the Executive which is responsible for carrying out the organisation must also be consulted in the matter, and if it thinks that the task is too difficult we must bow to its opinion. On the other hand it is inadmissible that the Commission, whatever means it may dispose of, should have the power of deciding that the Congress shall hold its meetings in such and such a country when the said country has neither invited this meeting nor acquiesced in the suggestion.

THE PRESIDENT thinks he is authorised in saying that if the invitation were desired the Belgian Government would make it to the Association. But he recognises quite well that the question of the preparations for the Congress is of the utmost importance. It is evident, owing to the lack of time, that one will not be able to proceed as usual ; but it is not altogether impossible to organise a Congress under good conditions between now and next year.

Mr. VON COELS refers to the arguments which have been put so well by Mr. Vanderlinden and supports them. He considers that the time is too short to achieve a good result, and that it is better to postpone the date of the Congress rather than hold a badly prepared one. The great meetings of our Association have hitherto been of such importance, and have been so successful and famous, that it would be dangerous to precipitate matters and work hastily.

Mr. DEKING-DURA thinks it well to add another reason to the wise counsels which have been given by his honourable colleague, the representative of Germany. A great International Exhibition will be held in Brussels during the year 1910. Once before one of our Congresses has coincided with an exhibition of this kind and the coincidence was not a happy one for us. It is not wise to have too many attractions at the same time. Exhibition and Congress do not go well together in harness.

Mr. MALLET is well aware of the difficulties which have been pointed out. They have a certain value but are not insurmountable. They should in any case be subordinated to the gratitude we should have for Belgium if the latter were gracious enough to ask us to hold the XIIth. Congress at Brussels in 1910. Even if this Congress were to be somewhat more restricted in scope than its predecessors, we ought to accept the invitation which is made to us. From the moment Mr. Helleputte, a Belgian Cabinet Minister, considers that there is no absolute reason why a Congress should not be held in Belgium in 1910, we ought to take steps to give effect to this suggestion. It would, however, be desirable, as Mr. Charguéraud said just now, to hear what those who would be

entrusted with the organisation of our XIIth. meeting, have to say upon the subject.

Mr. DUFOURNY thinks, like Mr. von Coels, that it would be very difficult to organise a meeting for 1910 and to hold a Congress on that date which would really be useful and fruitful.

The great practical experience which Mr. Dufourny has had in the preparatory work of these Congresses has enabled him on several occasions to estimate very exactly the minimum time that such preparatory work requires.

Assuming that the agenda and lists of questions is settled — and this takes some time — it will require from three to four months to select and appoint the reporters and it will require from nine to ten months — all the general secretaries know this by experience — to edit the reports, to send them out, to print, correct, and translate them into the three languages of the Congress, and to obtain the general reports in time for distribution to the members. Even by giving the Executive great latitude in settling all difficulties to achieve this object, are we so sure that the latter would accomplished? But why all this haste and hurry? Is it really urgent and necessary? Why should we depart from the calm and serene attitude with which we pursue our work?

On the other hand eleven Congresses have, up to the present, been held in Europe. Has not the time come to call a meeting in America, where navigation work in carried on with such enterprise : and are not our American colleagues, who occupy such an important place in our Association, an importance which is increasing year by year, in a sense under an obligation to ask that a Congress shall be held in their country.

Mr. Dufourny thinks he ought to point out to the meeting that their honourable and esteemed colleague Mr. Marshall Stevens, who has always carried out his promises so well, has just written to the Executive to undertake to organise a Congress in Canada as soon as the Association has come to a favourable decision in this respect.

We are, therefore, now almost certain to be invited to Canada in 1912 ; and there is no doubt that we should be able to get everything settled satisfactorily before that date and make the XIIth. Congress a very well-known and successful one.

Mr. MALLET agrees entirely with Mr. Dufourny's proposals. There is nothing to prevent us, after having met in Brussels in 1910, postponing our journey to Canada by one year and holding the XIIIth. Congress there in 1913. In this way we shall be able to shew the gratitude we owe to Belgium and at the same time give America the necessary time to prepare the Congress to which she has the right.

THE PRESIDENT is very grateful to Mr. Mallet for his remarks. The Congress would certainly receive a very sympathetic welcome in Belgium. He does not, however, desire to settle the question as to whether it is desirable to call a meeting two years after the St. Petersburg Congress. Have we a sufficient number of new points to submit to a fresh Congress in questions of navigation, maritime works and the improvement of rivers? This is a matter which should be dealt with by the Commission. As to Belgium she is always happy to receive the members of the Association.

Mr. GOBERT does not consider that all the Congresses should be similar to each other. Is it so necessary to pile up a lot of reports and documents each times? Does not the interest and benefit of a Congress largely consist in the exchange of ideas between the colleagues from all countries, in the visits of works, in explanations received, in object lessons and in the fruit of acquired experience? Reports are all very well, but facts are better still.

Discussions at meetings would only be of secondary importance in Canada. The real attraction of the Congress will be the visit of works. Such a Congress would consist therefore essentially of excursions and could be prepared and organised in a very short time.

THE PRESIDENT remarks that the suggestion which Mr. Gobert has made in such an original manner would be directly opposed to the one which was supported this very year in the Executive by several members of the Permanent Commission, who consider there are serious disadvantages in increasing the number of excursions, and who ask that this number shall be restricted at future Congresses. He thinks that most of the members will opine in favour of maintaining the compilation

and discussion of reports as the essential basis of the programme of all our future meetings. This is the very « raison d'être » of our Congresses. Reports are the conscientious fruit of investigation and deep study which is pursued in various countries on a certain subject which is thoroughly probed. These reports and their resulting discussions nearly always constitute a progress in the science. The reports are therefore of first importance and the excursions are of secondary importance ; they are an interesting complement — necessary if one will have it so — but merely a complement.

Mr. DE TIMONOFF has no doubt whatever that it will be perfectly easy even now to gather sufficient material of interest for a new Congress. There are a great number of questions which have not been settled and on which a decision is awaited with impatience in numerous countries. The Executive has drawn up a list of these questions, that is of those which have been left over to us by previous Congresses.

If the XIIth. Congress were only to be held after an interval of four years there would be a danger that young Parliaments which subscribe to the Association might lose sight of its utility and consequently withdraw their subsidies. It would therefore be desirable to hold the next Congress in 1910. There is no doubt, said Mr. de Timonoff, that its organisation, entrusted to Belgian engineers, would be completely successful.

THE PRESIDENT considers the discussion has been exhausted and puts the question to the vote as to whether a Congress shall be held in 1910, and whether it shall be held — as everyone appears to think — in Belgium ?

This resolution is negatived by the Commission and the date of the next Congress is fixed for the year 1912.

The second part of the fifth subject on the Agenda deals with questions which are eventually to be submitted to the XIIth. Congress. Bearing in mind that the date of the latter has been postponed by one year, and that in drawing up the list of questions it is desirable to take into consideration the place of the meeting and the views of the local Commission

of the country where the Congress is to be held, the Commission, on the proposal of Mr. Helleputte, decides to postpone the discussion on this point to a future meeting.

The sixth on the Agenda concerns the extension of the programme of Navigation Congresses.

One proposal has been made by Mr. RASCHKOVITCH, Director of the Sanitary Institute, St. Petersburg, on behalf of several members of the Congress, to create a section dealing with naval hygiene.

Another proposal, but a more complex one, has been suggested by Mr. A. DU PLESSIS DE RICHELIEU and deals particularly with international regulations for : —

1. Inspection of ships ;
2. The measurement of tonnage of ships ;
3. Collisions and salvage ;
4. Local regulations for navigation in ports and canals with a view to bringing them into line with the accepted « International regulations at sea » ;
5. Compulsory piloting ;
6. The apportionment of responsibility and risk between owners, charterers and consignees of cargo.

The first proposal entails the drawing up of a series of international regulations with a view to avoid infection caused by epidemics.

The second raises many questions which come within the international maritime domain.

Mr. CHARGUÉRAUD testifies to the zeal of his honourable colleagues and to the initiative they have taken with a view to extending the scope of the Association. He cannot forget that the adhesion to the latter of the naval department of the Russian Empire entails some obligations and deserves at least to be taken into very serious consideration by the Commission.

On the other hand the latter can only be entitled to come to a resolution for one session without committing itself for an indefinite time in the future and it should allow all the

necessary latitude to those countries which may desire to invite the Congress to their shores for their future meetings.

It is therefore with these reservations that Mr. Charguéraud thinks it desirable to point out that the list of questions drawn up by the Executive and submitted to the members of the Commission is already very complete, and it would be better, instead of extending it, rather to exhaust it and thus settle the outstanding questions which have been left over from previous Congresses.

It is also desirable not to engage in a sphere which, if it is not entirely foreign to us, is at least not very well known to most technical men or to the practical men who belong to the Association. The latter must limit itself more specially to the programme which it undertook to deal with at the outset of its work, and it should particularly attend to the technical aspect of navigation, to that which relates to works of construction and to the improvement of ports, canals and rivers.

He points out that the questions raised by Mr. Raschkovitch have already been dealt with in Congresses of Hygiene and the Statistical Investigation of human collectivities, especially those of Berlin in 1907. These Congresses of Hygiene were organised and held at periodic intervals, and it would be quite out of the question for our Association to endeavour to deal thoroughly with the matters which more properly belong to them.

Mr. RÉSAL supports Mr. Charguéraud's views and asks whether the Commission now sitting, and the Association which it represents, really numbers specialists in hygiene among its members.

Mr. VON COELS considers, like Mr. Charguéraud, that our Association has too high an opinion of the assistance which is offered to it from all quarters, to refuse it merely because it clashes with certain decisions of principle which have been taken. But he thinks, however, that the Navigation Congresses should deal very thoroughly with those questions which they have undertaken to investigate rather than multiply their number. It is only by judicious resolutions which bear the impress of high competence that the Association will be able to completely enlist the sympathy of Governments who have been hitherto so well disposed towards it.

Mr. DE JOLY points out as regards the questions raised by Mr. du Plessis de Richelieu that similar considerations as those already mentioned by Messrs. Charguéraud and Baron von Coels must be taken into account. Many of these questions can only be resolved by International Conferences. One of these has already been the subject of a Convention signed at Washington. It would be treading on rather delicate ground for our Association to discuss questions which England does not wish to see upon our programme. We must not forget that England occupies so preponderating a position in the mercantile world, that to act without her concurrence would be to do inefficient or useless work.

Mr. DE THIERRY is entirely of Mr. de Joly's way of thinking. England whose flag is carried by fifty per cent of the mercantile marine should, if we do not wish our decisions to be completely nullified, be consulted on the subject of questions which are dealt with outside its direct intervention. England up to the present only adheres to our Association in respect to inland navigation.

Mr. DE TIMONOFF says that one cannot for a moment impose upon the XIIth. Congress the creation of new sections which have been suggested by some members of the Association. On the other hand it is not desirable to take any formal decisions with regard to the future, but one should only deal with the programme of the next Congress, in accordance with the practice hitherto followed by the International Commission. Looking at the matter from this point of view, one must admit that there is no need to create new sections such as those of naval hygiene and maritime administration, etc., and that there is also no need to resolve formally that no other question shall be allowed to be placed upon the programme of any future Navigation Congress. A negative decision of this kind would be all the more regrettable now as the International Commission cannot be bound by such a vote and future meetings are quite at liberty to take any decisions they may think advisable.

Whilst admitting that the discussion to-day should be limited to the programme of the XIIth. Congress, Mr. de Timonoff thinks it would be advisable, as far as possible, to include the various questions which have been raised at previous Con-

gresses as having special importance for navigation. This would meet the wishes of the majority of the members of the Association and would, furthermore, greatly facilitate the organisation of the XIIth. Congress, since important preparatory work has already been done in the form of communications submitted to previous Congresses on most of these questions.

In short, Mr. de Timonoff would like the programme of the XIIth. Congress to consist as far as possible of questions raised by previous Congresses and that the decisions at the present meeting of the Permanent Commission should not bear upon any other points than those which actually concern the XIIth. Congress, without committing themselves for the future either as regards the dates of Congresses or their programmes.

After hearing these various views, the Commission resolves that it is not advisable to include the questions, which have just been discussed, in the programme of the next Session.

THE PRESIDENT then deals with the seventh subject on the Agenda and submits the various proposals to the Commission which have been made by the following : —

1. Mr.DEKING-DURA's proposal concerning the constitution of the Boards of the Congresses ;

2. Mr. VICTOR RUSS' proposal to reduce the number of entertainments and receptions at future Congresses and to no longer admit temporary members ;

3. Mr. DE TIMONOFF's proposal concerning the compounding of subscriptions.

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1. Mr. DEKING-DURA agrees that the Presidents of the Congresses and of the Sections shall continue to be selected from those who belong to the country where the Session is being held, and who are well acquainted with the statutes, customs and usages of the Association.

These Presidents should be assisted by two Vice-Presidents who are acquainted with the official languages of the Congress and who would be selected by the Permanent Commission.

They would be acting Vice-Presidents, representing the Permanent Commission, and would have to be consulted by the Presidents regarding procedure and in all the difficulties which would arise during the debates.

An acting Secretary, well acquainted with the official languages of the Congress, and especially selected by the Permanent Committee, might be appointed to assist the Secretaries of the Sections.

In addition to these acting Vice-Presidents and Secretaries, one might select as many honorary members as would be necessary to comply with the requirements of the various nations which are represented at the Congresses.

In order to enable the Commission to deal with Mr. Deking-Dura's proposal the Executive considers it necessary to reproduce the text of the regulations of the Association dealing with this point.

Article 5 reads as follows : —

« The Permanent Council : —

. . . . . .

« 4. After having requested proposals from the Local Commis-
« sion, the Council proceeds to appoint two Committees of the
« next Congress, on each of which it places, as Vice-President,
« three Members of the Permanent Commission who are fami-
« liar with the languages of the Congress, and it designates
« also Secretaries who know these languages well. »

Article 7 (3rd. paragraph) also stipulates : —

« It (the Local Organising Commission) takes steps to make
« the Association known in the country where the Congress is
« to be held, and, in accord with the Permanent Council,
« selects persons in that country for Presidents and Members
« of the Committees of the Congress and of the Sections. »

And the 9th. paragraph reads as follows : —

« 9. It presides over, and conducts the Session of the Congress. »

Mr. Charguéraud, who has received the text of Mr. Deking-Dura's proposal by circular letter, has suggested a slight amendment to the wording.

Instead of appointing an undetermined and indefinite number of Vice-Presidents, Mr. Charguéraud thinks it better to limit the number of Vice-Presidents of the Sections just as the delegates to the Permanent Commission have been limited in number, and under the same conditions. On the other hand, in order to avoid the disadvantages pointed out by Mr. Deking-Dura, one might come to an understanding to appoint from amongst the Vice-Presidents, two Vice-Presidents per meeting, or even for each question.

Mr. CHARGUÉRAUD explains the amendments he has proposed and explains the procedure which has hitherto been followed in appointing the Boards which has been criticised by Mr. Deking-Dura. In the case of previous Congresses each country has limited itself to suggesting the names of a certain number of Vice-Presidents to the Commission and, as Mr. Deking-Dura has truly pointed out, these Vice-Presidents were generally appointed on account of their official position rather than for their acquaintance with the questions with which they had to deal. The result was that, for want of a definite mission, the Vice-Presidents' work at the Sectional meetings would be lacking sometimes in assiduity. In these circumstances the Presidents of Sections had no Vice-Presidents and were often very awkwardly placed when difficult points had to be settled.

In order to overcome these objections, Mr. Deking-Dura proposes to appoint two Vice-Presidents from amongst the members of the Permanent Commission. But are we not going to encounter a difficulty in finding two Vice-Presidents who are qualified to deal with all the questions and who are thoroughly conversant with all the reports sent in by the various countries? Then, again, with a view to satisfying the exigencies of the various countries, Mr. Deking-Dura proposes to admit practically an unlimited number of honorary Vice-Presidents.

Mr. Charguéraud points out the disadvantages entailed in having such a great number of honorary Vice-Presidents. Difficulty and rivalry of all kinds would arise on this. If the Vice-Presidents have not attended the meetings regularly under the present system it is because their work has not been well defined at the outset. Mr. Charguéraud thinks that if this work were well defined the meetings would be better attended.

Rather than limit the Vice-Presidents to two in number it

would be better to appoint two per meeting, or better still, two per question, and choose as nominees those who are most competent in the subject to be selected from amongst the members of the Permanent Commission. It would have been very desirable if this course had been adopted at St. Petersburg in respect to reinforced concrete, which is a subject requiring special knowledge.

Mr. DEKING-DURA recalls the difficulties which arose at St. Petersburg regarding the appointment of Vice-Presidents, and confirms Mr. Charguéraud's views. There is one aspect of the question which might be altered with advantage. Consequent on the correspondence which has passed between him and the Executive, he has been led to formulate the proposal which he has submitted to the consideration of the Commission.

He admits that the observations made by Mr. Charguéraud are well founded, and has no objection, as an experimental measure, that the procedure indicated by Mr. Charguéraud should be followed.

THE PRESIDENT suggests they should accept the proposals formulated by Mr. Deking-Dura with the amendments indicated by Mr. Charguéraud. The Executive would then draft the text of the proposal to be submitted to the Commission.

This resolution is carried.

2. The President then went on to deal with the proposal of Mr. VICTOR RUSS regarding the limitation in number of the entertainments and receptions and the non-admission of temporary members to the Congress, and summarised the views which had been expressed on this subject by various members of the Commission.

Mr. CHARGUÉRAUD (22 April 1909) does not consider that one can decide to exclude temporary members as the latter can get out of this objection by applying for Permanent Membership during the year of the Congress. It would perhaps be better to confine oneself to deciding that the Executive should decide regarding the admission of permanent as well as of temporary members in accordance with article 5, paragraph 2 of the Regulations.

Mr. MENDES GUERREIRO (30 April) believes in reducing the number of the entertainments, but does not agree to the exclusion of temporary members.

Mr. DE HOERSCHELMANN considers it is desirable to reduce the number of entertainments and receptions especially as these may tend to diminish the status of the Congress in public opinion.

These colleagues agree, therefore, says Mr. Helleputte, not to dispense with temporary members. One must take into considèration the special conditions which arise when these meetings are held.

Mr. DE THIERRY intimates that the German delegation has considered this question and has concluded that there would be disadvantages in restricting the number of temporary members. The country in which a Congress is held should be in a position to carry out a wide propaganda in order to induce influential people to become temporary members of the Congress, and thus increase the number of adherents to the latter as much as possible, so that the meeting should have the greatest possible success.

If, however, the number of temporary members who take part in the excursions should be objectionally large, one would, of course, have to consider that these excursions are organised with a special view to interesting the permanent members of the Association, and the necessary precautions would therefore have to be taken to achieve this object.

Mr. SANJUST DI TEULADA remarks that the disadvantages to which Mr. de Thierry has referred have already occurred in Italy itself. The number of temporary members may be such as to become cumbersome, but it is extremely difficult to avoid this as the temporary membership contains many persons who occupy official positions in the country where the Congress is being held, and whose assistance is absolutely necessary to give prominence to the meeting.

Temporary members must therefore be admitted.

No objection would arise, however, to the insertion of a clause in the Regulations which would give precedence to per-

manent members and even certain advantages to them in respect to the excursions.

The Commission agrees to this point of view and on the proposal of Mr. Sanjust di Teulada resolves that the Executive shall study the question from this standpoint.

3. The Commission then examines Mr. DE TIMONOFF's proposal regarding the compounding of subscriptions.

In exchange for a lump sum subscription of 100 francs one would become a life member. This rule would be of great advantage for members who reside a long distance away from the Executive. The annual payment of a subscription of 10 francs is rather awkward in the case of countries which are situated a long way from Brussels. For this reason the Executive has had to have recourse to several foreign members for collecting annual subscriptions. The proposal now before the meeting has been adopted with great success by many other Associations.

A discussion then takes place on the subject. Is a lump sum subscription of 100 francs sufficient? Is it not advisable to differentiate the amount according to the age of the subscribers? Is it possible to take this into consideration and also the fact that some bodies would in any case be constant members of the Association without any interruption in their subscriptions.

The Executive is entrusted with examining this question. The suggestion is that Mr. de Timonoff's proposals should be accepted as regards ordinary members but that Associations, Towns, Chambers of Commerce, Libraries, and Corporate Bodies in general, whose adhesion is a permanent one, should be asked to pay twice as much, namely 200 francs, if they wish to compound for their annual subscription of 10 francs.

The 8th. question on the Agenda deals with the proposal which was drawn up by the Belgian Association of Maritime Law in accordance with a resolution at the Milan Congress in 1905, in the following terms : —

« The Xth. International Navigation Congress confirms the « Agenda of the Amsterdam Conference concerning the stan- « dardization of the laws on maritime mortgages and expresses

« the desire that the question of fluvial mortgages, that is to « say, mortgages on craft for inland navigation, should be con- « sidered by the legislative bodies of the different countries or « should be perfected in those countries where it has already « formed the subject of legislation.

« It requests the Executive of the Association to take the « necessary steps with the International Maritime Committee « of Antwerp so that the Commission which is to be appointed « by this Committee shall include members of the Association « and thus be in a position to extend the scope of its enquiry « to subject of fluvial mortgages. »

The necessary steps have been taken and described in the reports of the Executive in 1906 and 1907.

The Maritime Committee of Antwerp found, in 1907, that the question did not admit of a general solution which would be applicable to all countries. Only a special and very limited understanding appeared to be possible between *Germany*, *France*, *the Netherlands*, and *Belgium*. In view of this fact, the Maritime Committee considered that it would be desirable to work in conjunction with the Belgian Association on Maritime Law, a body which was attached to the said Committee.

The Belgian Parliament, having passed the law on 10th. February 1908 on Maritime and Inland Navigation, dealing amongst other subjects with the subject of maritime and fluvial mortgages, Mr. Dufourny, General Secretary of the Executive, received on January 25th. 1909, the following letter from Mr. Louis Franck, General Secretary of the Permanent Committee of the Belgian Association of Maritime Law : —

« Our Association, following the desire of the Navigation Con- « gresses, has appointed a Commission to investigate the ques- « tion of an understanding between Belgium and the neigh- « bouring countries, with a view to protecting mortgages and « other rights which have been conceded under the laws in « force in either of the contracting States.

« We shall now proceed to choose our delegates on the Inter- « national Commission which you have proposed to us should « be created.

« Will you kindly tell me if your selection, as regards the

« delegates who are to be appointed to represent you, remains « unaltered.

« Yours truly, etc. »

Mr. Dufourny, General Secretary, thereupon immediately replied to Mr. Franck as follows : —

« The wish referred to in your letter of 25th. January last « and which has been endorsed by the Navigation Congress, is « nearly already four years old. Will you allow me until the « month of May, before giving you a definite answer. The « International Commission of Navigation Congresses meets in « May, when I shall be in a position to know its intentions, « and to nominate the members of the Association of Con- « gresses upon the Commission which you propose to appoint.

« Meanwhile, until May, you could proceed to draw up the « list of the members of your Association who would be « appointed on the International Commission. In this way no « time would be lost.

« Yours truly, etc. »

Mr. Louis Franck agrees to this on the 3rd. February following, and adds : —

« Evidently it would have been impossible to do any useful « works before the new Act was passed. »

This is the state of the matter at present.

The Association of Navigation Congresses is therefore called upon to designate the member or members who are to enter into relations with the Belgian Association of Maritime Law.

The Commission decides to leave this question to be settled by the Executive and to ask it to come to an understanding with the chiefs of the delegation of the countries mentioned by the Maritime Committee of Antwerp.

The last question dealt with is number 4 on the Agenda regarding the appointment of a President in lieu of Mr. Debeil, deceased.

As the hour is late and the Commission has only a few more moments available for discussion, it is decided, on the proposal

of Baron von Coels, to refer this question for settlement until the following year, bearing in mind the fact that the date of the Congress has been postponed by one year.

The constitution of the Executive will therefore remain without alteration until 1910.

The meeting terminates at 12.15 p. m.

The General Secretary,
A. DUFOURNY.

The President,
G. HELLEPUTTE.

The Assistant Secretary of the Executive,
J. RICHALD.

PERMANENT INTERNATIONAL ASSOCIATION

OF

CONGRESSES OF NAVIGATION

38, rue de Louvain, Brussels

PERMANENT INTERNATIONAL BOARD

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Meeting held at Brussels

ON

JULY, 30 1910

MINUTES

BRUSSELS
SOCIÉTÉ ANONYME BELGE D'IMPRIMERIE
3, rue du Ruisseau, 3

1910

THE UNIVERSITY OF MICHIGAN LIBRARIES

PERMANENT INTERNATIONAL COMMISSION OF NAVIGATION CONGRESSES

MEETING HELD AT BRUSSEL ON JULY 30th., 1910

Executive Committee : Messrs. Dufourny, **Helleputte,** Richald.

Members : Messrs. Dabat, Corthell, Sanford, von Coels von der Brügghen, Cecil Herslet, Charguéraud, de Timonoff, de Schokalsky, Fougerolles, Reumaux, Vanderlinden, Robyns, Bubendey, Engels, de Thierry, Crahay de Franchimont, Mallet, Florine, Lambin, Van Gansberghe, Lagasse de Locht, Pierrot, Marshall Stevens, Rota, Krause, Matsumura, Deking Dura, Troost, Hansen, Gobert, de Morlot.

PERMANENT INTERNATIONAL ASSOCIATION

OF

CONGRESSES OF NAVIGATION

PERMANENT INTERNATIONAL BOARD

Session held at Brussels July 30, 1910

MINUTES

The annual meeting of the Permanent International Board of the Congresses of Navigation was held on July 30, 1910, at the Hall for Public Meetings of the Ministry of Public Works, N° 17, Rue de la Loi, Brussels, Mr. Helleputte, Minister of Railways, Posts and Telegraphs of Belgium, President of the Association, in the Chair.

The following members of the Board were present:

Executive Committee.

Messrs. HELLEPUTTE, George, Minister of Railways, Posts and Telegraphs, President of the Permanent International Association of Congresses of Navigation, Brussels.

DUFOURNY, Alexis, Inspector General of the Ponts et Chaussées, Secretary General of the Permanent International Association of Congresses of Navigation, Brussels.

RICHALD, Joseph, Principal Engineer of the Ponts et Chaussées, Professor at the University of Ghent, Assistant Secretary of the Permanent International Association of Congresses of Navigation, Brussels.

Belgium

Messrs. LAGASSE DE LOCHT, Director General of the Ponts et Chaussées, Brussels.

PIERROT, Inspector General of the Ponts et Chaussées, Director General of Hydraulic Works, Brussels.

VANDERLINDEN, Inspector General of the Ponts et Chaussées, Administrator and Inspector of the University of Ghent.

VAN GANSBERGHE, Inspector General of the Ponts et Chaussées.

TROOST, Honorary Director General of the Ponts et Chaussées.

LAMBIN, Principal Engineer of the Ponts et Chaussées, acting Chief Engineer and Director, Chief of the Office of the Minister of Public Works.

GOBERT, Honorary Engineer of Mines, former President of the Committee of Organization of the first Congress of Navigation, Brussels.

Canada

Mr. FIELDING, Minister of Finances, Ottawa.

France

Messrs. CHARGUÉRAUD, Inspector General of the Ponts et Chaussées, Councillor of State, Director of Roads, Navigation and Mines, Ministry of Public Works, Paris.

CRAHAY DE FRANCHIMONT, Inspector General of the Ponts et Chaussées, Paris.

RÉSAL, Inspector General of the Ponts et Chaussées.

DE JOLY, Chief Engineer of the Ponts et Chaussées, Professor at the National School of the Ponts et Chaussées, Paris.

MALLET, Engineer of Arts and Manufactures. Member of the Chamber of Commerce, Paris.

DABAT, Director of Hydraulics and Agricultural Improvements in the Ministry of Agriculture, Paris.

Germany

Messrs. FREIHERR VON COELS VON DER BRUGGHEN, Assistant Secretary of State in the Ministry of Public Works, Berlin.

SYMPHER, Privy Inspector General of Construction, "Vortragender Rat" in the Ministry of Public Works, Berlin.

KRAUSE (Dr), Geheimer Justizrat, Berlin.

BUBENDEY, Director of Hydraulic Construction of the free and Hanseatic City of Hamburg.

ENGELS, Hubert, Professor at the Technical High School of Dresden. Privy Councillor.

VON THIERRY, Chief Engineer, Professor at the Royal Technical High School, Member of the International Consulting Committee ot the Maritime Canal of Suez. Berlin, Halensee.

Great Britain

Sir CECIL HERSLET, H. B. M. Consul General at Antwerp.

Italy

Lieut.-Colonel ROTA, Naval Engineering Corps, Rome.

Japan

Commander JUNICHI MATSUMURA, Naval Attaché of Japan at Paris.

Monaco

Mr. ROBYNS DE SCHNEIDAUER, Honorary Charge d'affaires, Consul of the Principality of Monaco at Brussels.

Netherlands

Mr. DEKING DURA, Former Chief Engineer, The Hague.

Russia

Messrs. DE TIMONOFF, V. E., Engineer of Lines of Communication and of Civil Constructions, Councillor of State, Professor at the Institute of Engineers of Lines of

Communication, Member of the Council of Engineers and Director of Statistics and Cartography in the Ministry of Lines of Communication, Member of the Technical Council of the Ministry of Commerce and Industry, Member of the Statistical Council of the Empire, Member of the Hydrological Committee, Saint-Petersburg.

FLORINE, Councillor of State, Director of Ports of Commerce, and of Industry, Engineer of Lines of Commucation, Saint-Petersburg.

Major General DE SCHOKALSKY, Chief of the Service of Meteorology and of the General Direction of Hydrography, Saint-Petersburg.

Sweden

Colonel HANSEN, of the Corps of Bridges and Roads. Director of the Royal Administration of Hydraulic Motive Power, Stockholm.

Switzerland

Mr. DE MORLOT, Albert, Federal Chief Inspector of Public Works of the Swiss Confederation, Berne.

United States

Lieut. Col. SANFORD, Corps of Engineers, United States Army, Newport, R. I.

Mr. CORTHELL, Civil Engineer, New York.

The meeting was called to order at 9.45, a. m.

ORDER OF BUSINESS

1° Report of the Executive Committee for the year just past;

2° XIIth Congress: Place of meeting. Questions to be submitted to the Congress;

3° Extension to be given to the publications of the Association; proposition of Mr. de Timonoff;

4° Changes in articles 2, 5, 7, 8 and 10 (letter C, 2°) of the By-laws;

5° Article by Mr. van Konynenburg, Engineer of the Waterstaat;

6° Presidency. Nomination of a President to succeed Mr. Debeil, deceased.

In opening the session, the President, Mr. HELLEPUTTE, made a point first of offering his congratulations to Commander JUNICHI MATSUMURA, Naval Attaché of Japan in France, the new delegate from Japan, present at the meeting and welcomed the Members of the Board.

He noted with pleasure that a large number of colleagues have answered the call of the Executive Committee and pointed out the fact that several members who were prevented from being present by reasons of health, family or duty, have expressed their regrets at being unable to come to Brussels, they are :

Messrs. VON DOEMMING, VON SCHUH, FECHT, LUTJCHANN, RUSS, MAILLIET, GONI, DE OLIVEIRA LIMA, BROCKMANN, GUÉRARD, PAVIE, DE MAS, JUNCKER, TYPALDO-BASSIA, SANJUST DI TEULADA, TORRI, MENDES-GUERREIRO, DRIGENKO, MAXIMOVITCH DE HOERSCHELMANN, DU PLESSIS DE RICHELIEU, WESTERGAARD, HODGES, BOUTTEVILLE, YORKE.

Mr. de Hoerschelmann, delegate from Russia, also sent a telegram this morning asking the Committee to salute the meeting in his name.

The order of business was then taken up, Mr. DUFOURNY, the Secretary General, having the floor for the first subject to be considered :

The Report of the Executive Committee on the General Situation of the Association from May 1, 1909, to May 31, 1910.

This document is appended. It includes particularly the following principal parts : the labors of the Association, its financial position, tho budget proposed for 1910 and sundry changes proposed in the by-laws.

While reading the report, Mr. DUFOURNY mentioned that Algeria has just announced that her delegate to the Board will be the Director of Public Works and Mines of the General Government of this Colony; a better selection could not be made.

Having reached the very important paragraph relating to the next Congress, the Secretary General stated that the correspondence inserted in the minutes offers now no other interest than one of retrospective utility, in view of the telegram sent two days

ago by General BIXBY, Chief of Engineers, U. S. Army, to our highly esteemed and devoted colleague Colonel SANFORD.

This telegram reads as follows :

" Secretary War authorizes extension invitation through American Members for next International Navigation Congress in Philadelphia. If invitation accepted, will be followed by formal invitation to each nation through diplomatic channels. »

(signed) BIXBY
Chief of Engineers.

Mr. Dufourny believed that he expressed the feelings of the whole Board in accepting warmly and gratefully this kind invitation and in heartily congratulating General Bixby, Colonel Sanford and the members of the American delegation on the happy results which have been finally reached after such long endeavors. The meeting confirmed the words just uttered with its applause.

THE SECRETARY GENERAL then spoke of the financial position of the Association which is particularly bright and announced that the net assets amounted on July 25, 1910, to frs. 346,141.69 (= $ 66,805.35 = £ 13,727.12.0).

Messrs. Sanford, von Thierry and Crahay de Franchimont had been so kind, and the President thanked them, as to undertake the auditing of the accounts and had submitted a report which Mr. DUFOURNY read:

Brussels, July 29, 1910.

The accounts have been audited by the undersigned.

The financial situation on July 25, 1910, has been found to be correct by verifying a certain number of vouchers taken, here and there, and by checking expeditures by means of bills and receipts.

The Savings Bank accounts have been checked against the official pass book, the cash on hand has been counted and the accounts of the Société Générale have been verified by means of the extract from the account current. In looking over the grants from States, the subscriptions from cities and corporate bodies and the dues from permanent Members, it has been found that, of the grants from States amounting to fcs 72,820, only fcs 58,109 have so far been paid in; out of fcs. 14,490 subcribed by cities and corporate bodies the sum of fcs 12,904.60 has been collected and of the dues of permanent members which appear for fcs. 14,850 the sum received amounts to fcs. 13,245.01. Hence the States, above

all, are behind. The sums received from the States, coporate bodies and permanent Members have been verified by picking out a certain number of vouchers taken here and there.

The results of our examination show that the assets of the Association amounted, on July 25, 1910, to fcs. 346,141.69 as shown by the balance sheet which we present for your approval.

The financial situation of the Association is, therefore, very satisfactory and it gives us great pleasure to note the perfect way in which the books are kept.

CRAHAY DE FRANCHIMONT
DE THIERRY
SANFORD.
Members of the Auditing Committee.

Mr. VON COELS VON DER BRUGGHEN stated that he accepts the report just read by the Secretary General. He noted that the financial situation seems to him exceptionally favorable, as the assets at the end of this year will be more than 350,000 francs, a sum saved up during the last 10 years, and he congratulated the Executive Committee very warmly on its excellent management.

THE PRESIDENT. — If no one else desires the floor, the report on the financial situation, the profit and loss account and the proposed budget for 1910 may be considered as approved. (Unanimous assent.)

River Mortgages.

THE PRESIDENT proposed before examining the changes in the By-laws, to say a word in regard to " River Mortgages " in connection with which, while reading the Report of the Executive Committee, Mr. DUFOURNY laid before the meeting the correspondence exchanged, on the one side, with the Dutch delegation and, on the other side, with Mr. Franck, Secretary General of the International Maritime Committee. It appears that the Netherlands consider it unnecessary, and give reasons therefor, for that country to appoint representatives on the Commission for River Mortgages. Mr. Franck, on the contrary, still favors in principle, the idea set forth in the session of the Permanent Board of May 17, 1909; but he thinks, all the same, that the Hollando-Belgian Commission, which has the matter in hand,

appears better able to bring it to a conclusion in the special domain in question.

Under these circumstances, the PRESIDENT believed that it was clearly indicated that the Association should withdraw. The meeting accepted this opinion unanimously and considered that this question should be set aside and abandoned.

Modifications of the By-laws.

The Board then took up the examination of the modifications proposed for the by-laws, which are inserted in the Report of the Executive Committee and which are, at the same time, the object of the 4th point in the Order of Business. These modifications have to do with the organization of the Office of the President General and of the Offices of the sections, as well as with the conditions under which life members may be accepted, there being already more than fifty of them entered on the books of the Association.

The matters for revision were taken up successively :

ARTICLE 2, 2d). The new class of permanent members, called *Life Members*, leads naturally to adding, to the 2d paragraph of article 2, as new paragraph worded as follows:

Permanent members may make one payment in full for all annual dues.

This addition was approved.

ARTICLE 5. (The Permanent Council). The text of the 4th paragraph modified as follows was adopted:

4°) *Forms a part of the Committee of each Congress (called the General Presiding Committee) and prepares, in connection with the local Committee on Organization, the lists of the persons invited to form: a) this Committee of the Congress; b) the Committees of the Sections.*

ARTICLE 7. (Local Committee on Organization). The new wording, here following, which forms the third paragraph of the article was accepted without remark:

3°) *It takes steps to make the Association known and, in accord*

with the Permanent Council, selects the persons of the country invited to preside over or to become members of the Committee of the Congress and the Committees of the sections.

ARTICLE *7. bis.* — The propositions drawn up by Mr. Deking Dura and the amendments presented by Mr. Charguéraud, on the subject of the organisazion of the three Committees of the Congress, having been considered at the session of May 17, 1909, an article *7 bis* was formulated in order to meet the desires of our colleagues.

Mr. SYMPHER thought the wording of this new article too broad, because there would be 67 presidents and vice-presidents of the Committee of the Congress and 128 presidents and vice-presidents of the Committees of the sections. These figures appeared to Mr. Sympher unnecessarily large and he thought it useless to have every country represented not only on the Committee of the Congress but also on that of each of the sections. What each nation requires is to have a representative on the General Presiding Committee. In conclusion, he was of the opinion, as were also his colleagues of the German delegation, that the Executive Committee ought to reexamine the question in view of these observations.

Mr. DE TIMONOFF referred to the fact that the International Congresses of Railways have by-laws which have been in force for 25 years and in which it is expressly stated that the first delegate from each country is a Vice-President of the Committee of the Congress. By adding, after paragraph 3 of article *7bis*, this right to the Vice-Presidency, the troubles remarked at preceding Congresses will be avoided when the committees are under organization, because this mode of procedure has been always satisfactory for the Railway Congresses of which the importance is comparable with that of the Congresses of Navigation.

So far as the Committees of the sections are concerned, Mr. de Timonoff agreed with the conclusion formulated by Mr. Sympher.

Mr. DEKING-DURA was of the same mind as Mr Sympher but he wished to recall the difficulties encountered at Saint-Petersburg

and he desired a solution of the question so that they might be avoided in the future.

As the result of this interchange of ideas, it was decided that the Executive Committee should examine the matter futher, in the light of the remarks which had been made.

ART. 8. — (Resources of the Association). The following additional clause relating to Life Members, to be inserted in the body of article 2, paragraph 2, was adopted without remark.

Permanent members may, by means of a single payment of one hundred and twenty-five francs, commute their annual dues and become "Life Members". This option does not apply to corporate bodies.

ART. 10. — Mr. Dufourny mentioned favorably that Baron von Coels von der Brügghen had expressed the desire to the Executive Committee that the Association should distribute to the Governments a larger number of copies of its publications than that fixed by letter C, paragraph 2, article 10 of the by-laws. The Governments receive at the present time one copy of the publications for every 250 francs of their grant; the resources of the Association are sufficient to allow this number to be doubled.

Baron von Coels seconds this proposition of which the adoption is useful for Germany and useful also in view of the propaganda in favor of the Association.

THE PRESIDENT then read the change to be made in letter C, paragraph 2, article 10, which would be in the following terms:

Governments will receive as many copies of the publications as the number of times their annual grants contain 125 francs.

This figure will be reduced to 100 francs for corporate bodies.

— This wording was adopted.

Place of meeting of the XIIth Congress.
Questions to be submitted.

Before taking up the second point of the order of business, relating to the place of meeting of the XIIth Congress and the questions which were to be laid down in the programme of this Congress, the PRESIDENT announced that this Excellency Mr. Fielding, Minister of Finance of Canada had just taken his place as a delegate from his country. Mr. Helleputte welcomed Mr. Fielding and told him what an honor his presence was to the meeting.

Mr. Fielding returned his thanks and made, in English, a speech which the President summarized in the following words :

Mr. Fielding tells us that his colleague, the Minister of Marine and Fisheries of Canada, His Excellency Mr. Louis Brodeur, had been directed to represent the Government of Canada at the annual meeting of the Board of the Congresses of Navigation, but he had been prevented from so doing and hence Mr. Fielding had been requested, by cable, himself to represent the Canadian Government at our meeting of to-day. He was happy to learn that the United States had invited the Congress to hold its sessions at Philadelphia in 1912 and added that his Government, while not being so far advanced as that of the United States in the matter of receptions in honor of a Congress, would be delighted, however, to see the members of the Association come to Canada. The conditions of this country are somewhat special; its system of navigable high ways, which includes notably the St-Lawrence, is very extensive, the Canadian lakes are very vast. Important lines of water communication are under construction or projected and large amounts have already been spent.

The Canadian Government would be exceedingly glad to have the members of the Congress respond to its invitation and he assured them in advance a most cordial reception.

THE PRESIDENT thanked the representative of the Canadian Government for his kind invitation and expressed the hope that a large member of members of the Association would be happy to accept it. (Applause.)

Mr. CORTHELL, in his turn, also spoke in English. His remarks were translated by the President, as follows.

Mr Corthell remarked that for several years it had been a question of holding a meeting in the United States and that quite an amount or correspondence had passed between the Executive Committee and himself on the subject. His wish had finally been realized. The XIIth Congress would meet in Philadelphia and not in Washington, because more spacious and better appointed halls could be found in the former place. Mr. Corthell assures us that we shall meet with a sympathetic reception from the engineers of the United States as well as from those whom he has seen in Brazil and the Argentine Republic. He hopes that the reception will be friendly and that arrangements will he made to reduce expenses. Under these circumstances, Mr. Corthell expresses the hope that the proposition to hold the Congress in Philadelphia will be well received. (Applause.)

THE PRESIDENT then called for the vote on the first part of the second point of the order of business : the question of knowing whether the next Congress should meet in Philadelphia in 1912.

The proposition was adopted unanimously.

Mr. MARSHALL-STEVENS promised to study the most advantageous means of transportation for the members of the Congress and to seek the most favorable solution. So far as he should he able to do so, he would endeavor in every way to make the crossing pleasant and to keep down expenses.

To a question asked by Mr. Dabat, who desired to know at what season the Congress would be held, Colonel Sanford replied that it would take place in the Spring, probably in May, for this main reason that communications are easier at this season and that better and less expensive accommodations could be had on the large transatlantic steamers.

Questions proposed for the XIIth Congress.

THE PRESIDENT. — Gentlemen, we will now take up the programme of the questions to be submitted to the XIIth Congress which has been laid before you for examination.

Mr. DUFOURNY then explained the method followed in preparing the series of questions submitted to the meeting. While awaiting the decision of the Government of the United-States, the Executive Committee addressed the chiefs of delegations who form a part of the Permanent Board and requested them to be so kind as to indicate the questions which they thought it would be well to lay before the XIIth Congress. The representatives of Germany, France, Russia and still other nations acceded to this request and the programmes prepared in these countries were transmitted to the delegates of the United-States. The latter, in their turn, prepared a series of questions and after a meeting, held in Brussels, between Colonel Sanford, Mr. Sympher and Mr. Deking-Dura, members of the Permanent Board, and the members of the Executive Committee, the latter was in position to submit for the approval of the meeting the list of questions to be debated at the next Congress.

Mr. Dufourny added that the questions which could find no room in this list and which have been laid over by preceding Congresses for further examination can be grouped in another list to be used, as will be explained, in the extension to be given to the publications of the Association (3d point in the order of business). There are many of these questions, and as the Association has sufficient means, the idea, in a somewhat different form from that proposed by Mr de Timonoff, of creating a periodical publication treating of these questions, could be carried out. For this purpose, the series of questions still unsettled would he addressed to the members and the possibility of their being able to study these questions would be pointed out to them at the same time. They would address their articles to the head of the delegation of their country who, in case of considering them favorably, would transmit them to the Executive Committee to be printed in the three languages of the Association. There would be obtained in this way a constant and normal output of publications during the year and not a real flood discharge as is now the case. Ten reports a year might be published. The members of the Board who might not receive full satisfaction from the programme submit-

ted for their approval, would find it in great part by the proposal just mentioned.

THE PRESIDENT then read successively the questions and communications laid down in the programme. These gave rise to an exchange of views which is related further on.

Mr. VANDERLINDEN noted with pleasure that "the protection of the banks of navigable highways" appeared in the series of questions for the XIIth Congress (2d communication, 1st section). This point had been taken up at former Congresses, but it should now be treated consecutively and in order, and in this connection Mr. Vanderlinden thought that he should remind the members of the Board of former decisions which had been made.

He had asked at the Congress of the Hague in 1894 :

"That observations be made in order to determine how far below the surface of the water the effect of currents and waves was felt when a vessel, having a given submerged section and a given speed, passed through a canal having a given wetted cross-section."

Mr. Vanderlinden also mentioned that the Congress held at Brussels in 1898

"considered that, for canals intended for high speed sea navigation, as well as for a large inland trade, it was proper that the banks be so protected as to allow vessels to move at the maximum speed permissible for the ratio between the immersed section at the midship beam and the wetted section of the canal."

This is the object to be reached.

A rudimentary construction might evidently be sufficient if the speed were reduced . Any sort of protection even would be useless if the rate of speed were limited to 3 kilometres an hour. But, the banks, on the contrary, must be strengthened under such conditions as will allow the canal to be operated with the highest possible rate of speed.

Mr. Vanderlinden concluded by saying that it would be highly important to draw the attention of the reporters to this point.

Mr. DUFOURNY thought that this point could be brought out in the list of questions laid over which would be sent to all members. The reporters would be placed thus in a position where they could treat the question from the point of view indicated by Mr. Vanderlinden. In this way, the programme as submitted by the American Committee could still be maintained.

M. VANDERLINDEN considered that it would be easy to amend the communication laid down in the programme so as to make it clear that it was to be studied along the lines just pointed out.

Mr. SYMPHER remarked that, in his opinion, the desire expressed by Mr. Vanderlinden is included indirectly in the wording of the second communication; furthermore, that experiments have been made already in Germany to determine the best profile for a canal and the highest desirable speed, as well as the most effective shapes to be given to boats so as to enable them to reach this maximum rate of motion. He proposed to prepare a work which would give some of his experiments and some of the results obtained. This work will be sent to the Congress and Mr. Vanderlinden will be satisfied.

Mr. DE TIMONOFF found that Mr. Vanderlinden had made an excellent proposition. At the same time, in his judgment, the Executive Committee should give with each question some explanations of a rather developed character, so that new Members would know what had been done before. It would be well to recall the decisions given and to indicate the lines along which it would be well to have the questions studied; this would guide those who prepare the reports.

THE PRESIDENT pointed out that it would be dangerous to start on this line as it might be prejudicial to the advance of the work. The object of a concise wording is to give the author a great deal more liberty; by giving detailed data, the author will think that he is bound by them and the Executive Committee will have

done a part of the work of the reporter. It is the latter who should know how the question stands. Nothing more should be done than to recall the conclusions of former Congresses in the matter to be considered. In the special case before us, the Permanent Board might add nevertheless, and without doing any harm, a complementary point to the proposed question. In this way, satisfaction would be given, if the meeting should accept this view, to Messrs Vanderlinden and de Timonoff.

Mr. DE JOLY was anxious to know whether the second question of the 2d Section, relating to the *dimensions to be given to maritime canals* does not double the 2d question of the 1st Section which refers notably to the *dimensions to be assigned, in any given country, to canals of heavy traffic.* Hence it would be well to point out to the reporters that the 2d question (2d Section) should be studied from the standpoint of ocean navigation.

It would be aqually useful, added Mr. de Joly, to specify that the 3d question (2d Section) refers to the " mechanical " equipment (*outillage*) of ports; because the word „ equipment " (*outillage*) means in France the machinery for loading and discharging, storehouses, sheds, etc. The meeting admitted that the point was well taken.

The Board also decided, upon a remark of Mr. CORTHELL, to complete the 2d question (2d Section) by stipulating that the question refers to the " probable " dimensions of the sea going vessels of the future.

M. DE TIMONOFF thought that the 2d communication of the 2d Section, worded as follows :

« Report on the most recent works constructed at the more important sea ports and especially on those relating to breakwaters. "

should be completed by the words " reinforced concrete " in order that this point should not be treated in connection with the 1st communication of the 1st Section conceived in these terms :

" Application of reinforced concrete to hydraulic works. Means for insuring its preservation. "

After sundry observations made by Messrs de Timonoff, de Joly and Dabat, the meeting agreed, so as to avoid all confusion, to strike out in the wording of this latter communication the words "means for insuring its preservation" and to add at the end of the 2d communication of the maritime Section quoted above the two following sentences "Application of reinforced concrete, means for insuring its preservation."

At the request of the delegates from Russia, the Executive Committee proposed, and the proposal was adopted, to state the 4th and last communication in this form :

"Safety of Navigation. Lighted buoys."

The thorough examination of the series of questions proposed led the Board in this way to make a few slight amendments.

The following programme was finally approved :

Ist Section. — Inland Navigation

QUESTIONS.

1° Improvement of rivers by regulation and dredging and, if needs be, by reservoirs. Determination of the case in which it is preferable to resort to such works rather than to canalization or the construction of a lateral canal.

2° Dimensions to be assigned, in any given country, to canals of heavy traffic. Principles of operating. Dimensions and equipment of the locks.

3° Intermediate and terminal ports. Best methods for combining, facilitating and harmonizing the transfer of freight between the waterway and the railway.

COMMUNICATIONS.

1° Applications of reinforced concrete to hydraulic works.

2° Report on the works undertaken and the measures adopted or proposed for the improvement and development of lines of inland navigation, as well as for the protection ot the banks of navigable highways.

3° Utilization of the navigation of large but shallow rivers. Vessels and motors.

IId Section. — Ocean Navigation

QUESTIONS.

1° Means for docking and repairing vessels.

2° Dimensions to be given to maritime canals. (Technical point of view. Probable dimensions of the sea-going vessels of the future).

3° Mechanical equipment of Ports.

COMMUNICATIONS.

1° High powered dredges and means for removing rock under water.

2° Report on the most recent works constructed at the more important sea ports and especially on those relating to breakwaters. Applications of reinforced concrete; means for insuring its preservation.

3° Bridges and ferry bridges; tunnels under waterways used for ocean navigation. Economic and technical study.

4° Safety of navigation. Lighted buoys.

THE PRESIDENT. — We have before us still another proposition to which, Gentlemen, I invite your whole attention. It is made by Mr. de Timonoff and set forth, under date of July 21, in a letter adressed to Mr. Dufourny who will be so kind as to make it known.

This letter was read, it runs as follows :

DEAR SIR,

I have just taken part in the International Railway Congress recently held at Berne. The programme of this Congress included question XIII which runs thus :

Railways and navigable highways. — To study the influence of navigable highways on railway traffic as tributaries and as competitors.

The conclusions of the reports and of the discussion had quite a marked tendency in favor of the railways. I allowed myself, therefore, to make a proposition of which the object was to leave the field clear for a more thorough study of the question. The form under which this proposition was made was as follows :

" It is to be desired, in all countries in which Inland Navigation does or can play an important part, that the reciprocal influence of water and rail transportation be studied continuously and systematically and in accordance with a programme laid down by the Permanent Board of the Congresses of Railways in conjunction with the Permanent Board of the Congresses of Navigation. (Journal of the Congress of Berne, No. 3, p. 6).

My proposition was accepted by the section and by the general assembly in the following form :

It is to be desired, in all countries in which Inland Navigation does or can play an important part, that the reciprocal influence of water and rail transportation be studied continuously and systematically. In accordance with this idea, it may be useful

to have a programme laid down by the International Board of the Congresses of Railways acting in conjunction with the Permanent Board of the Congresses of Navigation.

It will be possible in this way for the International Association of Congresses of Navigation to assist, in so far as it may consider useful, in casting light on the very little understood question of the relative values of Railways and Navigable Highways and, most of all, to give exact details of the analysis of each particular case.

It would seem opportune, therefore, that the next Congress of Navigation should inscribe on its programme the above question which could be stated in this way :

Basis of comparison between Navigable Highways and Railways considered in the light of the parts which they play in the transportation of any region.

" Preparation of a programme which would allow a rational and systematic analysis to be made of the mutual influence of both sorts of transportation on each other.

In submitting these ideas to you, I beg that you will, if you think best to do so, lay them before the Members of the Permanent International Board of the Congresses of Navigation.

Very sincerely yours.
(Signed) V. E. DE TIMONOFF.

Mr. DE TIMONOFF. — The programme of questions has been prepared and the object of my proposition cannot appear thereon, but satisfaction might be had in another way (periodical publications). Treated by the Permanent Board of the Congresses of Navigation of which the Minister of the Railways of Belgium is President, my proposition is in excellent hands. By asking the various countries to furnish a report which makes a local examination of the question, a certain number of documents will finally be collected for the next Congress.

The meeting decided to have the proposition made by Mr. de Timonoff examined by the Executive Committee.

Memoir of Mr. Van Konynenburg Engineer of the Waterstaat.

THE PRESIDENT. — Gentlemen, we shall now take up No. 5 of the order of business : Memoir of Mr. Van Konynenburg.

The Secretary General has the floor.

Mr. DUFOURNY. — Our Dutch colleagues, Messrs van der Sleyden and Deking Dura, under date of July 23, last, addressed the following letter to the Chairman of the Executive Committee :

Mr. Chairman,

We take the liberty of inviting your attention to the masterly work of Mr. E. Van Konynenburg, Engineer of the Waterstaat, at Maestricht, in which he has given a retrospective history of Shipbuilding in the Netherlands from the earliest times to the present day.

This work, which includes a manuscript and plates in four volumes, is now on exhibition in the Netherlands Pavillion at the Universal Exposition at Brussels.

It is our opinion that the publication of this memoir and its accompanying plates would be of very great interest for every one connected with navigation and especially for the members of the Association.

Hence, we dare to express the wish that the Permanent Council propose, at the next meeting of the Permanent Board, to have Mr. Van Konynenburg's article published at the cost of the Association.

We are with high regards, Mr. Chairman,

Very sincerely yours

(signed) VAN DER SLEYDEN
DEKING-DURA
Delegates from the Netherlands to the Permanent Board.

Mr. Van Konynenburg's work is really remarkable and required ten years of labor. It was thought well to exhibit in the hall a few plates of the work which includes a large volume of text and 200 colored and 150 photographic plates.

As the funds of the Association will allow this work to be brought out, information as to the cost of publication has been sought: the cost of reproducing the plates by photography will be about 20,000 francs or in colors it will be about 30,000 francs. The only question which occurs to our mind is to know whether the cost should be taken up all at once on our budget or whether it should be scattered over a series of years.

Mr. REUMAUX. — Could not the work be brought out by subscription, it being understood that the Association promises to take a certain number of copies, would not that suffice?

Mr. DUFOURNY. — Works have been published at various times by the Association, especially Mr. de Lelawsky's report; Mr. de Mas's memoir: *Souvenir de Neuf Congrès de Navigation;* the Catalogue: *Ports, Canals and Rivers;* bibliographic notices; transportation maps, etc. But no such great expense has ever, heretofore, been considered; still, the importance of the work, which treats of river vessels and of those whose home is the ocean, must be considered.

Mr. SYMPHER wished to know the exact bearing of the Council's proposition. Is it intended to publish this work and to distribute it to the members of the Association? If so, Mr. Sympher was in favor of the proposition. He called attention to the fact that a sum of 10,000 francs for the publication of documents of this sort had appeared in preceding annual budgets of the Association and that, up to the present time, this sum had never been wholly spent. Hence an exceptional expenditure divided between two years seemed possible to him. In his opinion, it would be better to have the publication made in colors rather than by photography.

Mr. PIERROT asked whether this work should not be published in such a way as the accessible to other persons. It might be placed on the market and he was convinced that many engineers and private parties interested in Navigation would purchase a copy. The Association would profit by the sale and the cost could be reduced in this way.

Mr. DE JOLY summed up Mr. Pierrot's proposition by saying that the Association would publish the work for its members and would profit by the sales to the public.

THE PRESIDENT. — The proposition is adopted. The Executive Committee will take the matter up with Mr. Van Konynenburg in order to obtain the necessary authorities.

Nomination of a President in the place of Mr. Debeil, deceased.

THE PRESIDENT. — Gentlemen, we have now reached the last item of the order of business :

"The nomination of a President in the place of Mr. Debeil, deceased".

This question was in the programme of the general assembly last year; it was put off until to-day's meeting on the proposition of Baron von Coels von der Brügghen.

Gentlemen, my colleague, the Minister of Public Works, directed me to inform you that Mr. Debeil's place on the Permanent Board was reserved for Mr. DUFOURNY, Inspector General of the Ponts et Chaussées.

We have now to select a second President as required by article 6 of the by-laws.

Mr. CHARGUÉRAUD. — So far as I am concerned, I have looked forward to this item of the order of business with no small degree of perplexity; personally, I wished to see our friend DUFOURNY reach the presidency, not only because we have watched him for many years looking with the greatest care after the interests of the Congresses of Navigation, but also, in a word, because he was the artisan, the founder of the Permanent International Association of which we can now applaud the success.

But, on the other hand, I could not conceal from myself that the great personal influence and the vast authority of the office of Director General of the Ponts et Chaussées of Belgium gave

to this high official of the Belgian Government a place clearly indicated alongside of the Minister of Railways.

I should bave been very undecided as to what I should have to say, if I had not received some time ago from Mr. Lagasse de Locht an extremely kind letter to the sentiments of which it is a pleasure for me to render here a public hommage. M. Lagasse de Locht was careful to say to me that it was his earnest desire to step aside in favor of his colleague and friend Mr. DUFOURNY; that in his position of Directeur General of the Ponts et Chaussées he would always be most solicitous for the welfare of the Association, but that it was in the ranks and as a co-worker that he wished to labor for the future success of our Institution under the second presidency of Mr. DUFOURNY.

I believe that you will all join me in doing justice to the sentiments which dictated this letter to Mr. Lagasse de Locht. (Applause.)

THE PRESIDENT. — It results from this communication that we are all agreed in proclaiming Mr. DUFOURNY second President of the Association. (Applause.)

Mr. DUFOURNY. — Gentlemen and dear Colleagues, you have done me great honor, you have filled full the cup of my desires, you have deserved my gratitude and my most cordial thanks in summoning me to share the Presidency of the Society with the eminent and distinguished colleague who, since its formation, has watched over its destinies with a tact, a clear-sightedness and a brilliancy which you have admired; who has been able to win your deep esteem and sympathies and who forms the living and harmonious solution of a problem which until now was considered as one not to be solved : the cordial and indestructible understanding between Railways and Waterways.

If, in giving me your votes, you have wished to emphasize that he, whose sole ambition has been to carry out your decisions, to anticipate your wishes and to work for the greatest good of the Society, is worthy to participate in the Presidency, your choice is perfect.

For I can state it with great sincerity that, since you invested

me with the duties of Secretary General, there has not passed a day on which I have not tried to mark a step forward by our Society in the line of progress. The foundation of the institution has been widely extended. Its stability has been increased by continual reinforcements and by new members constantly coming in. Its programme has been completed and perfected. It has risen gradually to that world-wide and universal height which you had marked as the aim of your efforts and the end of your desires.

This ideal of internationality has now been attained, we may say, through the help of you all and through the constantly watchful vigilance of your dear President : Minister G. HELLEPUTTE.

Never, and I make it a duty to cry it aloud, have I called on any one of you without finding immediate, full, friendly and unreserved assistance.

You have resolved to show that this work is ours, that it is our common possession, that you are its resolute defenders and apostles, that we are marching forward together, all on equal terms and perfectly united.

Each one has brought his stone to the international edifice which rises high and stately to-day and of which you have the right to be justly proud.

The labors of our Congressses and the collection of our publications are there to testify to the effort put forth and to the distance travelled.

You have worked unceasingly on the study of the improvement of ports, canals and rivers. You have contributed to bring the nations together and to make better the conditions of existence, you have done your share toward creating international relations and roads, and you have done still more; you have scattered with full hands along these roads the seed of reciprocal estime and friendship and already, thanks to you, there is rising throughout the world a rich and abundant harvest of concord and of universal technical science for the honor and the greater good of mankind.

Once more, Gentlemen and dear Colleagues, I thank you for your votes. (Long applause.)

Nomination of the new Secretary General.

THE PRESIDENT. — In order to complete the Executive Committee, Gentlemen, we must provide a subsitute for Mr. Dufourny. A decision had already been reached, in 1908, by the Permanent Board at the time of the XIth Congress, and I believe that it now remains for us to make it final. You admitted at the Congress of Saint-Petersburg, as the result of a proposition which you all approved, that, in the case of Mr. Dufourny's leaving us, Mr. RICHALD, Principal Engineer of the Ponts et Chaussées, Professor of the University of Ghent, should become Secretary General. I think that this proposition will meet with your assent. (Approved.)

Mr. RICHALD.

Mr. Minister,

Gentlemen and dear Colleagues,

I thank you for the honor which you have done me and for the confidence to which you have testified by calling me to succeed M. DUFOURNY.

I appreciate all the honor which results therefrom. The Permanent International Association of the Congresses of Navigation is one of the strongest bodies in the world. As M. CHARGUÉRAUD reminded us a few moments ago, Mr. DUFOURNY was one of its most devoted founders and set the example of such an activity, experience and competence as it is a pleasure for us all to acknowledge in him.

I do not fail to appreciate the magnitude of the task which has fallen upon me, but in order to acquit myself of this labor to your satisfaction, I shall count on the kindly advice of my honored predecessor and of the Minister, Mr. HELLEPUTTE, who has now become in fact and permanently our senior President, and who, also, directed with his great authority the first steps of our Association, saw it grow and prosper, and who still continues, in spite of the weighty cares of his department, to surround it with his lively solicitude.

In order to justify your confidence, I shall do my best, Gentlemen and dear Colleagues, to follow the principles and the traditions which you have laid down; and you can also count on my entire devotion in uniting my efforts to yours so as to bring about the greatness and the prosperity of our institution. (Applause.)

THE PRESIDENT. — So, Gentlemen, we have most happily terminated our order of business.

The meeting adjourned at 11.40 a. m.

J. RICHALD,
Secretary General,

G. HELLEPUTTE,
A. DUFOURNY,
Presidents.

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Permanent International Association

OF

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Meeting held at Brussels on May 15th, 1911

1st range : Messrs. Kuhn, Deking Dura, Cecil Hertslet, von Coels, Dufourny, **Helleputte**, Richald, Charguéraud, Corthell, Sanjust, de Schokalsky,

2nd range : Messrs. Lambin, Vanderlinden, Sanford, Robyns, Kouei, Troost, Guérard, Sympher, Crahay de Franchimont, Juncker, Florine, Engels,

3rd range : Messrs. Gobert, Fougerolles, Lagasse de Locht, Hansen, Pierrot, de Joly, Cassel, Van Gansberghe, de Letay, de Morlot, Matsumura, de Thierry, Mallet, de Silveira Bulcao.

PERMANENT INTERNATIONAL ASSOCIATION

OF

CONGRESSES OF NAVIGATION

PERMANENT INTERNATIONAL BOARD

Meeting held at Brussels on May 15, 1911

MINUTES

The annual meeting of the Permanent International Board of the Congresses of Navigation was held at the Palace of the Academies at Brussels, on May 15, 1911, the Presidents of the Association, Mr. HELLEPUTTE, Minister of Agriculture and of Public Works, and Mr. DUFOURNY, Inspector General of the Ponts et Chaussées, presiding.

The meeting was called to order at 9.45 a. m.

Present :

Executive Committee

Messrs. HELLEPUTTE, Minister of Agriculture and of Public Works, Brussels;

DUFOURNY, Inspector General of the Ponts et Chaussées, Brussels;

RICHALD, Principal Engineer of the Ponts et Chaussées, Professor at the University of Ghent, Brussels.

Austria :

Mr. KUHN, Richard, K.K. Hofrat Vorstand des Hydrotechnischen Bureaus im K.K. Handelsministerium, Vienna.

Belgium :

Messrs. LAGASSE DE LOCHT, Director General of the Ponts et Chaussées, Brussels;

PIERROT, Inspector General of the Ponts et Chaussées, Director General of Hydraulic Lines in the Central Office, Brussels;

VANDERLINDEN, Inspector General of the Ponts et Chaussées, Administrator and Inspector of the University of Ghent;

VAN GANSBERGHE, Inspector General of the Ponts et Chaussées, Brussels;

TROOST, Honorary Director General of the Ponts et Chaussées, Brussels;

GOBERT, Honorary Engineer of Mines, former Chairman of the Committee on Organization of the first Congress of Navigation, Brussels;

LAMBIN, Chief Engineer, Director of the Ponts et Chaussées, Chief of the Cabinet of the Minister of Agriculture and Public Works, Brussels.

Brazil :

Mr. DE SILVEIRA BULCAO, Consul General at Antwerp.

China :

Mr. KOUOI PING YOUNG, Secretary of the Legation of China at Brussels.

France :

Messrs. CHARGUÉRAUD, Councillor of State, Inspector General of the Ponts et Chaussées, Director of Roads and Navigation in the Departement of Public Works at Paris;

GUERARD, Inspector General of the Ponts et Chaussées, Paris;

JUNCKER, Inspector General of the Ponts et Chaussées, Paris;

RÉSAL, Inspector General of the Ponts et Chaussées, Paris;

CRAHAY DE FRANCHIMONT, Inspector General of the Ponts et Chaussées, Paris;

DE JOLY, Chief Engineer of the Ponts et Chaussées, Professor at the National School of the Ponts et Chaussées, Paris;

MALLET, Engineer, Member of the Chamber of Commerce, Paris;

FOUGEROLLES, Former President of the Professional Syndicate of Contractors for Public Works of France, Paris.

Germany :

Messrs. FREIHERR VON COELS VON DER BRUGGHEN, Unterstaatssekretär im Ministerium der öffentlichen Arbeiten, Berlin;

SYMPHER, Geheimer Oberbaurat, Vortragender Rat im Ministerium der öffentlichen Arbeiten, Berlin;

DE THIERRY, Baurat, Professor an der Techn. Hochschule, Membre de la Commission Consultative du Canal de Suez, Berlin-Halensee;

ENGELS, Geheimer Hofrat, Professor, Dresden.

Great Britain :

Sir CECIL HERTSLET, Consul General of His Britannic Majesty in Belgium, Antwerp.

Hungary :

Mr. DE LETAY, Chief Engineer of the Royal Hungarian Department of Agriculture, Budapest.

Italy :

Mr. SANJUST DI TEULADA, Senior Inspector of Civil Engineering, Deputy in the Parliament, Rome.

Japan :

Commander MATSUMURA, Naval Attaché of Japan in France, Paris.

Monaco :

Mr. ROBYNS DE SCHNEIDAUER, Consul General of the Principality of Monaco, Brussels.

Netherlands :

Mr. DEKING DURA, Former Chief Engineer of the Waterstaat of the Province of Overijssel, The Hague.

Russia :

Messrs. FLORINNE, Councillor of State, Director of Commercial Ports and of Industry, Engineer of Lines of Communication, Saint-Petersburg;

DE SCHOKALSKY, General-Major, Chief of the Nautico-Meteorological Service of the General Direction of Hydrography, Saint-Petersburg.

Servia :

Mr. CASSEL, Consul General, Brussels.

Sweden :

Colonel HANSEN, of the Ponts et Chaussées, President of the Royal Administration of Hydraulic Motive Powers, Stockholm.

Switzerland :

Mr. DE MORLOT, Federal Inspector-in-chief of Public Works of the Swiss Confederation, Berne.

United States :

Lieutenant Colonel SANFORD, Corps of Engineers of the United States Army, General Secretary of the Organizing Commission for the Twelfth International Congress of Navigation, Philadelphia;

Mr. CORTHELL, Civil Engineer, New York.

ORDER OF BUSINESS

1° *Report of the Executive Committee for the Year 1910-1911.*

Reporters for the XIIth. Congress.

Report of the Auditing Committee.

2° *Changes in the By-laws.*

a) Composition of the Committee of the Congresses (Art. 407bis, laid over from the meeting of July 30, 1910).

b) Proposition of Mr. DEKING DURA to add to the first paragraph of Article 5 relating to the composition of the Permanent Council, the following phrase : "*In case that any member of the Permanent Council should be prevented from being present, he may be replaced by one other delegates from his country.*"

3° *XIIth International Congress of Navigation, Philadelphia, 1912.*

a) Determination of the date for the opening of the Congress.

b) Information, given by the Local Committee on Organization, in relation to the various points of Article 7 of the By-laws (Committees on Patronage, Administration, Receptions, Excursions, etc. Quarters for the Congress, lodgings in Philadelphia for the members of the Congress, etc.).

c) Proposed excursions; reductions which may be had for the sea trips and by rail.

d) Meeting of the Permanent Board at Philadelphia, before the Congress (date?).

4° *XIIIth. International Congress of Navigation 1915.* Place of Meeting.

5° *Proposition made by Mr. de Timonoff in relation to the place at which the annual meetings of the International Board should be held.*

6° *Distribution of the places of the members of the Board at the general sessions and other meetings.*

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In opening the meeting, President HELLEPUTTE thanked the Members of the Board for answering so generally to the call of the Executive Committee, and mentioned the fact that several colleagues, unable to be present at the meeting, had expressed their regrets by letter. These are : MM. BOULOGNE, VON DOEMMING, KRAUSE, BUBENDEY, HEINEKEN, LINDLEY, BUSTOS-MORON, MAILLIET, DE OLIVEIRA LIMA, BRODEUR, GONI, QUELLENNEC, WESTERGAARD, DE UHAGON, BROCKMANN, BIXBY, HAMPTON-MOORE, DE MAS, PAVIE, DABAT, TYPALDO-BASSIA, BOUTTEVILLE, ROTA, VAN DER SLEYDEN, DE TIMONOFF, DE HOERSCHELMANN, DE FAGES, MONTERO Y PAULLIER.

Mr. de Hoerschelmann, delegate from Russia, had also sent a telegram this morning to ask the Committee to present his regards to the Board.

President HELLEPUTTE made it a duty to greet the new members of the Board who were present :

Mr. KOUEI PING YOUNG, Secretary or the Legation of China, at Brussels;

Mr. DE LETAY, Chief Engineer of the Royal Hungarian Department of Agriculture, at Budapest,

and bade them welcome.

The order of business was then taken up, Mr. RICHALD, the Secretary General, having the floor, in order to read the

REPORT OF THE EXECUTIVE COMMITTEE

on the general situation of the Association from August 1, 1910 to March 31, 1911.

This report, which is appended hereto, takes up particularly the work of the past year, the articles to be presented to the Congress of Philadelphia and the financial state of the Association. It was completed, while being read, by the following remarks made by Mr. Richald :

1°) Since the Report was printed, the Executive Committee was notified of the appointment of Mr. Kouei Ping Young, Secretary of the Legation of China at Brussels, as the official Delegate of the Imperial Government of China, in the place of Mr. Liou-Sy-Tchang, transfered to Vienna as Secretary of Legation.

2°) The Honorable Mr. de Thierry sent to the Secretary General's Office, in the name of the German delegation, the names of new specialists who are ready to present four reports to the XIIth Congress. The grand total of the articles, which had been placed at 114, was increased thus to 118.

The names of these reporters, with the subject selected by each of them, are :

1st Section. — 2d Communication :

Herr Regierungs- und Baurat BERGIUS, Oderberg;

2d Section. — 1st Question :

Herr VON KLITZING, Oberingenieur und Prokurist der Howaldswerke, Kiel;

2d Section. — 1st Communication :

Herr Direktor BLUMCKE, Mannheim;

2d Section. — 3° Communication :

Herr Baurat WENDEMUTH and Herr Diplomingenieur FLATIEL, Hamburg.

3°) Five reports, of which three are from the United States and two from Tunisia, have already reached the Executive Committee, which lost no time in thanking the Authors: Mr. CORTHELL, Civil Engineer, member of the Permanent Board; Mr. JAMES DONALD, Consulting naval Architect; Mr. S. B. WILLIAMSON, chief Engineer, and Mr. HERRMANN, chief Engineer of the Ponts et Chaussées, at Tunis.

Speaking of the financial situation of the Association, the SECRETARY GENERAL announced that the net assets of the latter reached, on April 30, 1911, the sum of frs 384,050.98, the details of which appear in Appendix I.

Messrs. de Thierry, Sanford and Juncker have been so kind as to undertake the auditing of the accounts. The President asked Mr. Juncker to read the report, which is as follows :

Report of the Auditing Committee for the year 1910-1911.

Brussels, May 14, 1911.

The undersigned, as they were directed, proceeded to examine and verify the accounts of the Association.

For this purpose, a certain number of items of expenditure were taken here and there and these expenditures were checked by means of the bills and receipts belonging thereto. The undersigned have noticed the irreproachable care with which these vouchers were kept and classified and the perfect agreement of the vouchers with the books of the Association.

They also verified the sums received from States, Cities, Corporate Bodies and permanent members, checking over a certain number of items taken at random.

The accounts with the *Savings Bank* were verified by means of the official pass book; the *cash on hand* was counted and the account with the *Société Générale* was verified by means of the extract from the account-current.

These various verifications led the undersigned to recognize the perfect accuracy of the financial situation as given in the last Report of the Executive Committee and by the autographic table appended to this report.

This table shows that the assets of the Association amounted, on April 30, 1911, to frs. 384,050.98.

The undersigned are happy to note that attention has been paid to the observation brought forward in 1910, by the preceding Audit-

ing Committee, in regard to the delays of certain States, cities, corporate bodies and permanent members in paying their grants or dues.

The *grants from States*, which amount to 72,820 francs (inclusive of the cost of offices and personnel, which amounts to 3,000 francs, paid by Belgium), have been paid in to the extent of frs. 71,905.18. Of the 41 States belonging to the Association, only 2 have not paid in their subventions for 1910.

The dues of Cities and Corporate Bodies amount to 14,490 francs, of which frs 14,444.26, or nearly the whole, have been received. Of 375 cities or corporate bodies, only 11 are behind hand.

There are 1640 *permanent members* of whom only about 50 are still behind for their dues of 1910. The total of the dues of permanent members was estimated in the budget at 14,850 francs; this figure has been passed and the dues paid in amount to frs 15,775.05, as the result of new members joining the Association.

The number of permanent members has greatly increased, mostly in the *United-States*, as shown by the table inserted on page 6 of the Report of the Executive Committee. This is the happy result of the active propaganda carried on by our American colleagues.

In a word, the financial condition of the Association is very satisfactory and it gives the undersigned great pleasure to testify to the perfect keeping of its accounts.

DE THIERRY, A. JUNCKER, SANFORD

Members of the Auditing Committee.

Mr. VON COELS VON DER BRUGGHEN made himself the interpreter for the Board in noting the brilliant state of the finances of the Association and in expressing appreciation for the irreproachable way in which the accounts were kept. He congratulated the Executive Committee and especially Mr. Helleputte, the President of the Association.

Mr. HELLEPUTTE thanked Mr. von Coels von der Brügghen for his kind words and especially Messrs. de Thierry, Juncker and Sanford who had been so kind as to undertake this year the auditing of the accounts of the Association.

The financial situation, the profit and loss account to April 30, 1911, and the draft of the budget for 1911, which appeared in the report of the Executive Committee, were approved unanimously.

The PRESIDENT gave Mr. de Thierry the floor.

Mr. DE THIERRY recalled the fact that, some years ago, the Executive Committee distributed to the members of the Association a very interesting volume entitled : *Rivers, Canals, Ports, Bibliographic Notes.* This includes the list of the principal works which had appeared, reports of the Congresses of Navigation and articles published in periodicals from 1892 to 1906, on rivers, canals and seaports. Mr. de Thierry considered that, in order to keep this collection up to its full value, it should be continued and the honorable Member asked the Executive Committee to take the matter up with the author, Mr. Pradelle, Librarian of the National School of the Ponts et Chaussées at Paris. Mr. de Thierry was of the opinion that complementary Bibliographic notes could appear every five years, it being understood that the first supplement should contain what refers to the years 1906 to 1910.

Mr. DE JOLY was convinced that Mr. Pradelle would be highly honored if the Association were to ask him to keep the publication of his bibliographic notes up to date. It would be a pleasure for him to speak to Mr. Pradelle about the matter if the Board would authorize him to do so. (Assent).

The PRESIDENT remarked that the Board was unanimous in thanking Mr. de Joly for his kindness in being its intermediary with Mr. Pradelle. He considered, himself, that this author's work is most useful and that the Association would be only too well pleased to continue it with his assistance.

CHANGES IN THE BY-LAWS

The meeting then took up the examination of the changes in the By-laws regarding the composition of the *Offices of the Congresses of Navigation.*

The Board not having agreed last year on the wording of Article *7bis*, in regard to the composition of the Office of the Presidency General and of the Offices of the Sections of the Congresses, the Executive Committee was directed to examine the matter

in connection with the considerations brought forward at the meeting of 1910.

Three different wordings were submitted to the meeting, being those of Mr. Sympher, of Mr. Deking Dura and of Messrs. Charguéraud and de Joly in the name of the French delegation.

The President gave the floor to Mr. Sympher.

Mr. SYMPHER brought to mind that he had shown in 1910 that the propositions made at that time would have led to the nomination of an exaggerated number of presidents and vice-presidents for the Offices of the Congresses. Hence the question should be re-examined. The text which he submitted to the Board would remedy the disadvantage pointed out; it provides especially :

1° That the Office of the Presidency General should include, as vice-presidents, the chief delegates of the countries represented at the Congress, and as members : the Executive Committee and the past Secretaries General of Congresses of Navigation present at the Congress;

2° That the Offices of the Sections should each have three Vice-Presidents and three Secretaries all of whom should be versed in the three usual languages of the Congress and be selected by the Permanent Board.

The text proposed by Mr. Deking-Dura implicitly keeps the Permanent Council *as a part of the Office of the Presidency General of the Congress; furthermore it limits to two languages the knowledge which should be possessed by the three Vice-Presidents and the three Secretaries of the Offices of the Sections who are to be appointed by the Permanent Board.*

As to the text proposed by the French Delegation, it includes *the Permanent Council of the Association implicitly as a part of the Office of the Presidency General, in the place and stead of the Executive Committee and the ex-Secretaries General of the Congresses of Navigation; it reduces also to two the number of Vice-Presidents and Secretaries to be included in the composition of the Offices of the Sections and who would be required to be familiar with at least two of the languages of the Congress.*

Finally, the various propositions submitted to the Board lay down that each of the Bureaux of the Congress shall include : " *one Vice-President for each country officially represented at the* " *Congress, of which the total annual amount paid in reaches* " *2,000 francs, and of which the citizens shall have submitted one* " *or more reports on questions to be discussed at the Congress.* "

This text is completed, so far as the wording of the French delegation is concerned, by the following statement : " *Each of* " *these latter Vice-Presidents may be assisted by a member of the* " *Congress as a Secretary. He may, in case of being prevented from* " *being present, be replaced by a substitute appointed by the* " *delegation of his own country.* "

Mr. SYMPHER recommended finally a wording which endeavors to combine his proposition with those of M. Deking-Dura and of the French delegation.

Mr. CHARGUÉRAUD declared, in the name of the French delegation that they agreed fully, in principle, with Mr. Sympher's proposition. But, as the Office of the Secretary General has already pointed out during the course of the correspondance, the wording proposed by Mr. Sympher for Article *7bis* is put in such a form that, in order to make it agree with other articles of the By-laws, it would be necessary to change § 4 of Article 5. Now, Mr. Charguéraud mentioned that the latest By-laws date back to 1907; that they include an Article 5, worded in a certain way, which was changed during the session of July 30, 1910; consequently, that a change was made, scarcely ten months ago, in § 4 of Article 5, and that, under these conditions, it would scarcely be the moment for again changing the statutes of the Association. The greatest part of the work of the Board would appear to lie in constantly changing the By-laws and in order to avoid any criticism of this sort, unless the change proposed by Mr. Sympher were fundamentally of capital importance, Mr. Charguéraud considered that it would be better to keep to the text approved last year.

So far as the admission of the ex-Secretaries General of Congresses to the Office of the Presidency is concerned, Mr. Charguéraud thought, with Mr. Sympher, that it would be well to

complete this proposition with the words : " *Present at the Congress* ". In fact, it seemed useless to print *ex officio* the names of ex-Secretaries General who are not present at the Congress and who, perhaps, are no longer interested in the works of the Association.

As for the rest, the French delegation declared that it stood by the propositions offered.

Mr. DEKING DURA accepted the various propositions presented by the French delegation and recommended that they be adopted. He thought that by adopting them, a good formula, which would no longer lead to an exaggerated number of Vice-Presidents, would be found for the composition of the Offices. Besides, there would be clearly expressed rules which would not cause any more difficulties to be feared in the future. He found it an excellent idea to give, in the Council, a place to each of the nations presenting reports on the questions to be discussed and thus giving evidence of interest in the works of the Association. Finally, Mr. Deking Dura declared that it was only through respect for the decisions of the Board uttered last year that he retained, in his propositions, the permanent Council of the Association as a part of the Council of the Presidency General of the Congresses.

The PRESIDENT in summing up the debate thought that it would be easy to smooth out the divergencies of views to which the Board had just listened. In the first place, Mr. Charguéraud proposed to keep the text of Article 5 as it was voted last year. Mr. Sympher asked that a slight change should be made. Hence it was a question of deciding whether or not the Permanent Council, composed of quite a large number of members, should form a part of the Council of the Congress.

Mr. CHARGUÉRAUD remarked that it was really an illusion to believe that the members of the Council of the Presidency General could be too numerous. It must be remarked that many of the members of the Permanent Council are frequently prevented from being present at the Congress. Moreover, it is very rare that the first delegate of a given country, *ex officio* a member of the Council

of the Congresses is not also a member of the Permanent Council. Finally, there are several countries, such as the French colonies : Algeria, West Africa, Tunisia, which appear on the lists but which will have no delegates at the Congresses. In his opinion, the troubles anticipated by Mr. Sympher were not, therefore, to be feared.

Mr. RESAL would like to know whether it had been seen that the Council of any Congress contained too many members. He wished to find out whether any real abuses had been caused? It is experience which must teach the Board and Mr. Resal asked whether, with the By-law in its proposed revised form, the Council would still have enough members. There would be one trouble, in his opinion, in not having a sufficient number of persons on the Council of the Congresses. This Council is as much decorative as it is administrative and, as it is an affair of representation, it should be made up of a large number of persons.

Mr. SYMPHER agreed willingly to the objections brought forward by the French delegation and admited that, all the opinions expressed being sound, it would be time to take up his proposition later on if experience should show some day the necessity for so doing. (*Approval.*)

The PRESIDENT concluded from this interchange of views that the Board was agreed on maintaining § 4 of Article 5 as it was adopted last year until further orders and without coming, for the time, being to any conclusion on the principle.

* * *

THE BOARD then took up the proposition of Mr. DEKING DURA allowing that, in case of any of the members of the Permanent Council being prevented from taking part in a Congress, they could be replaced, on the Council of the Presidency General, by other delegates from their respective countries.

Mr. CHARGUÉRAUD declared that he was against this proposition for the same reasons as before, viz : that it would involve a change

in Article 5 of the By-laws. He also mentioned that the French delegation had proposed a similar change for Article 7 bis, but that this had been abandoned in order to keep Article 5 as it is.

Mr. DEKING DURA pointed out that several countries which give grants to the Association have but a single representative and that, under these conditions, his country would not be represented at all if he were unable to attend the Congress. So far as he was concerned personnally, Mr. Deking Dura had encountered no trouble on this score, but he thought that it might arise and asked that the faculty of being replaced by another delegate be admitted.

Mr. CHARGUÉRAUD, while again recalling the fact that the French delegation had presented a proposition of the same sort, declared that it was no longer upheld because the text in point had been already modified last year and because, in his opinion, Article 5 should remain intact.

Mr. HELLEPUTTE took this view of the matter. The Board accepted this opinion; so any change in Article 5 was laid over and Article 7bis of the By-laws was adopted in the following form :

ARTICLE *7bis.*

The Councils of the Congress and of the Sections are constituted in conformity with the provisions of § 4° Article 5 and of § 3° of Article 7.

COUNCIL OF THE CONGRESS. — *This Council, called also the Council of the Presidency General, is composed :*

1°) *of one or two Presidents and of a Secretary General, all to be citizens of the country in which the Congress is to be held;*

2°) *of the first delegates of each of the countries represented at the Congress, as Vice-Presidents;*

3°) *of the Permanent Council of the Association and of the former Secretaries General of Congresses of Navigation who may be present at the Congress;*

4°) *of a certain number of Secretaries, not to exceed ten.*

COUNCILS OF THE SECTIONS. — *Each Council includes :*

1°) *one or two Presidents and two Secretaries, all to be citizens of the country where the Congress is to be held ;*

2°) *three Vice-Presidents and three Secretaries, thoroughly conversant with a least two of the official languages of the Congresses, to be selected by the Permanent Board;*

3°) *one Vice-President for each country which is represented officially at the Congress, of which the annual grant is not less than 2,000 francs and of which the citizens have presented one or more reports upon the questions to be discussed by the Section.*

Each of these last Vice-Presidents may be assisted by a member of the Congress as a Secretary.

In case that any of them be prevented from being present, he may be replaced by a substitude appointed by the delegation of his country.

XIIth CONGRESS

THE PRESIDENT took up the 3d item of the order of business, the one relating to the XIIth Congress. It seemed, from information received by him, that the Congress of Philadelphia is bound to be a great success. The Local Committee on Organization is carrying on its work with a zeal and warmth which cannot be too highly praised. Lieutenant Colonel Sanford, the Secretary General of the XIIth Congress, was present at the meeting of the Board. He had been so kind and devoted as to take a long journey in order to inform us by word of mouth how the affairs of the Congress are progressing.

COLONEL SANFORD, reported, in the name of his American colleagues, that a circular, giving as exactly as possible at the present time what had already been done in behalf of the XIIth Congress, had been printed through the care of the Local Committee at Philadelphia, and that it was now on its way to all the members of the Association. This circular will give the members useful information in regard to the round trip voyage by sea, the excursions proposed during and after the Congress, the list of the various Com-

mittees appointed by the American Board, the sessions of the Congress, quarters, etc., etc. Certain details, however, had not yet been definitively settled; they would be made known by subsequent circulars.

The American delegation had selected two Presidents General for the Congress :

BRIGADIER GENERAL CHARLES W. RAYMOND, U. S. Army, retired, and

BRIGADIER GENERAL WILLIAM H. BIXBY, Chief of Engineers, U. S. Army.

The American Presidents and Vice-Presidents have been named for the Sections :

1st Section :

Presidents :

COLONEL JOHN BOGART, Civil Engineer;

Mr. ALFRED NOBLE, Civil and Consulting Engineer.

Vice-President .

MAJOR HERBERT DEAKYNE, Corps of Engineers, U. S. Army.

2d Section :

Presidents :

Mr. E. E. CORTHELL, Civil Engineer;

LIEUT. COL. HARRY HODGES, Corps of Engineers, U. S. Army, Assistant Chief Engineer, Isthmian Canal Commission.

Vice-President :

Mr. GEORGE R. PUTTMANN, Commissioner of Light Houses.

The various Committees provided for by Article 7 of the By-laws of the Association have been formed and are already at work. They are :

Committee on Patronage : Chairman, Hon. Dimner Beeber; President of the Commonwealth Title Insurance and Trust Company.

Committee on Finance : Chairman, Mr. Edward T. Stotesbury, of Drexel and Company, Bankers.

Committee on Places for Meeting : Chairman, Dr. Edgar F. Smith, Provost of the University of Pennsylvania.

Committee on Hotel Accomodations : Chairman, Mr. James B. Bonner, United States Steel Products Company.

Committee on Publications : Chairman, Mr. Wilfred H. Schoff, Secretary of the Philadelphia Commercial Museum.

Committee on Transportation : (Except Ocean Transportation), Local Excursions and visits to Public Works). Chairman, Mr. George E. Bartol, President of the Philadelphia Bourse.

Committee on Press : Chairman, Mr. H. B. Kelly, Secretary of the Chamber of Commerce.

Committee on Receptions : Chairman, Mr. Frank D. Le Lanne, President of the National Board of Trade.

Committee on Excursions : Chairman, Mr. J. F. Hasskarl, Acting Director, Department of Wharves, Docks and Ferries, City of Philadelphia.

Committee on Inspection of Public Works : Chairman, Lieutenant Colonel J. C. Sanford, Corps of Engineers, U. S. Army.

Committee on Entertainments : Chairman, Mr. William T. Tilden, Vice-President of the Union League Club.

Ladies Committee . Chairman, Mr. Theodore Kolischer, Manufacturer.

Committee on Exhibitions : Chairman, Mr. Alba S. Johnson, Vice-President and Treasurer of the Baldwin Locomotive Works.

The Local Committee of the Congress of Philadelphia has entered into negociations with the principal transatlantic navigation companies about the travelling facilities which could be granted to the European members of the Association going to the United States. Sundry propositions have been received. I shall take the liberty of mentioning them briefly :

I. *Red Star Line.*

On the basis of a sufficient number of engagements (200 at least), this Company would reserve for the exclusive use of the members all the first class accomodations of a steamer of the "Vaderland" type (12,000 T.).

The price of the trip to New York would be $ 82.50, or frs 412.50, the lowest rate applicable.

For the return trip, the rate would be raised slightly, on account of the summer season, and fixed as follows :

For 200 persons	. . . . .	475	francs per head.
" 225 "	. . . . .	450	" "
" 250 "	. . . . .	425	" "
beyond 250 "	. . . . .	412.50	"

If the date of departure for America happened to coïncide with a sailing of the steamer "Lapland" (18,000 T.), the Company might give the lowest rate for this ship, or 95 dollars (=475 frs). It is even possible that, if 350 engagements could be had, the entire accomodation for first class passengers would be reserved exclusively for the members.

No special arrangement has yet been made for the case of a less member of engagements than 200, but the Company seems to be very well disposed toward the Congress, and it is probable that the minimum rates will be granted, all the same, to the members travelling first class, but without reserving for them the best state-rooms.

The vessels of the Red Star Line touch at Dover.

II. *North German Lloyd.*

On the supposition of a minimum of 160 engagements, this Company offers to place at the sole disposal of the members of the Congress all the first class accommodations on a vessel of the "Barbarossa" type (10,900 T.). The cost of the voyage would be $ 97 or 485 francs. The steamer would stop at Boulogne and at Plymouth on the outward trip.

Returning, the Company would take the members on its various ships at prices fixed according to the type of ship. The number of travellers is not specified. As an example : the return fare on the "Prinz Friedrich Wilhelm" would be 115 dollars or 575 francs for first class.

III. *Hamburg-Amerika Line.*

Several propositions have been submitted successively. The latest is as follows :

The Company offers, for a minimum of 250 engagements, the steamer "Victoria Luise", formerly the "Deutschland" (16,500 T.), which would take the members to Philadelphia. Other first class passengers would be carried unless the number of the members of the Congress should reach 400. After the conclusion of the Congress and the excursions the same ship would, in the original proposition, have taken the members on board again at New York.

The fare for the round trip would have been 1250 francs.

But as it has now been decided by the Company that this steamer will have to leave New York on June 6, 1912, the combination proposed has become impossible, as the Congress will very likely not begin its meetings until the early days of June.

It is to be supposed that this Company will make a new offer to the Congress.

IV. *General Transatlantic Company.*

This Company has made, for the outward trip, an offer of minimum rates varying with the tariff of the ship.

For the return trip, the Company would offer to members of the Congress who have taken passage at a given rate, a better cabin than the one which would be given to an ordinary passenger for the same price.

The negociations with the principal Lines of Navigation will be continued.

Landing at New York.

It is probable that, on the arrival of the steamer in New York, a special boat will take the members of the Congress and their

baggage on board and carry them to the railway station, on the bank of the river, whence a special train will transport them to Philadelphia.

Customs formalities will be simplified so far as possible. The Chief of this Department at Philadelphia is, furthermore, one of the members of the Local Committee on Organization.

Hotel Accomodations in Philadelphia.

All necessary data and information will be furnished to the members of the Congress before they start from Europe.

Meeting places for the Congress.

Several buildings in Philadelphia are well adapted to the holding of a Congress; but none is as yet especially pointed out for the Local Committee.

This latter will see, under any circumstances, to the choosing of places which have sufficient space and the number of halls necessary for the various bodies of the Congress, viz :

Hall for the Presidency;
Hall for the offices of the Secretary General;
Hall for the Permanent Board;
Hall for the Local Committee;
A large hall for the General Meetings, at the opening and closing of the Congress;
Two large halls for the meetings of the Sections;
One hall for the distribution of documents;
Excursion offices;
Information office;
Post office;
Telegraph office;
Exchange office;
Coat room;
Buffet-restaurant, if possible.

All the offices will be so organized as to facilitate and accelerate service in so far as this may be possible.

Excursions during the sessions of the Congress.

The Local Committee will organize, during the intervals between sessions, short excursions into the country about Philadelphia, among which may be mentioned as possible :

Excursions on the Delaware River;
Visits to existing canals;
Trip to Washington;
Excursions to the watering places nearest to Philadelphia.

The Committee is now at work preparing the detailed programme of these excursions; all necessary information will be furnished to the members of the Congress in ample time.

Closing Banquet.

The Local Committee proposes to close the meeting of the Congress with a great banquet which will be offered to the Members, in all probability, by the Municipality of Philadelphia or by the State of Pennsylvania.

Excursions after the closing of the Congress.

A great excursion will be organized, to include a visit to New York, the Hudson River, the Canals of the State of New York, Niagara Falls and the Great Lakes, Chicago, the Ohio River and Pittsburgh.

This excursion would take about *eleven days*, if the excursionists went as far as Duluth, at the furthest extremity of Lake Superior; this length would be reduced to about *eight days*, if the visit to Lake Superior were given up.

In either case, the excursion would include a visit to the maritime canal at Sault-Sainte-Marie.

After the excursion just mentioned, it is possible that the State of Pennsylvania, which voted last week a sum of 25,000 dollars for the Congress, may organize within its own boundaries one or more special excursions which may require *two or three days*.

Meetings of the Congress.

Stenographers and typewriters, charged with the preliminary work of preparing the reports of proceedings, will be attached to the office of each Section.

The Local Committee hopes that, as Philadelphia is only three hours by rail from Washington, the solemn opening session of the Congress will be honored by the presence of the President of the United-States.

Length and Cost of the Trip.

It is estimated that a stay of three weeks in America will suffice to take part in the Congress and its excursions. Assuming that the European members remain there a month, a total individual cost of 2,000 francs, in round numbers, may be counted on, to be divided into sensibly equal parts between expenses of the stay in the United States and those of the trip across the ocean and back.

THE PRESIDENT thanked Colonel Sanford for his devotion to the international work of the Congresses of Navigation and requested him, in behalf of the Permanent Board, to present the latters compliments and thanks to the American Local Committee.

The Association knows, therefore, at the present time the various important points of the programme of the Congress, nevertheless the President thought it well to consider a few of them further.

So far as the negociations begun with the Companies of Navigation were concerned, Mr. Helleputte asked the question whether the European members of the Congress would arrange to embark together on the same boat and start from the same point, except the points of call. It would seem at first glance that the departure could take place in common, whereas on the return, the members might ask to be free.

Mr. DE THIERRY noted that the offer of the Red Star Line would oblige the members to go to Antwerp or to Dover, whereas the proposal of the North German Lloyd would allow them to embark at Bremen, as well as at Boulogne and at Plymouth where the vessels of this Company touch. So far as the Germans are concerned, it would be more to their interest to accept the offer of the North German Lloyd and embark in Germany.

Mr. LAGASSE DE LOCHT asked whether the rates had been made from the starting points, that is to say, from Antwerp, Hamburg and Bremen?

THE PRESIDENT answered in the affirmative.

Mr. DE THIERRY found the proposal of the North German Lloyd very favorable. It provides that if 160 members take part in the trip they will have all the first class part of the ship to themselves. But no decision could yet be had; Colonel Sanford's communication having been made merely as a matter of information.

THE PRESIDENT thought that it would be well to wait for the final arrangements which would be sent by the Local Committee on Organization. The communications received would be examined by the Executive Committee with a view to satisfying as fully as possible the general interests of the Congress.

Mr. SYMPHER desired to remark that the Germans do not ask that the members shall embark on a steamer of a German line. They would like merely that the voyage begin in Germany so they should not be obliged to use the railway or a second boat as they should have to do in the case of Antwerp or Dover. Mr. Sympher was afraid lest, if the steamer for the members did not start from Bremen or Hamburg, most of the Germans might prefer to take a boat of a regular line running between their country and New York. The resulting difference in price would be very small. Futhermore, it was not worth while, in his opinion, to attach too much importance to the reduction granted by the Companies of Navigation which was thirty francs at most and could not make up for the convenience which it would be to the Germans to take ship in one of their own ports.

THE PRESIDENT supposed that the very natural sentiments expressed by Mr. Sympher would be shared by all the members of the Board. The desire for every one is to embark at the point nearest his own home, and it is certain that if the reduction in rates was not of some importance, it would be better to allow each member to arrange his trip for himself.

Mr. JUNCKER understood the wish of the German members perfectly; it was needless to say that their ship would touch at a French port.

THE PRESIDENT brought up the important question of *the date on which the Congress is to be held.*

Mr. DE SCHOKALSKY, desiring greatly that the Congress of Philadelphia should bring together the largest possible number of members and looking at the matter from the standpoint of the conditions of life in Russia, thought that the best time would be the spring. The trip to America, merely for going and returning, is a matter of about twenty days; the Congress will require a week, so an absence of a month is reached. It would be a matter of regret, on the other hand, to come from so far and see but one city of the United States; those who are going to make this trip will wish to prolong their stay and have available three or four weeks to visit works and to see a part of the country. For this purpose, the best time is the spring; the fall would not suit the Russian members, who are kept at home after the middle of September by the courses of the High Schools and by parliamentary labors. So Mr. Schokalsky would like to have the date of the Congress set for the Spring; the month of May would obtain the vote of his colleagues.

Mr. HELLEPUTTE asked for the opinions of Messrs. Sanford and Corthell on this point and pointed out to them that some members feared lest it might be too warm during the stay of the members of the Congress in the United States if the meeting were held in June.

COLONEL SANFORD explained that the excursions to be taken during the Congress would lie toward the North and that, in the region of the Great Lakes, the temperature was always pleasant. The New York season lasts until toward the end of June and it is only during the months of July and August that the heat becomes excessive and almost insupportable for Europeans. If the latter, then, came to Philadelphia at the beginning of June, they

would find there much the same temperature as that to which they are accustomed at the beginning of June. In his opinion, the departure from the continent of Europe should be made toward the end of May so as to reach Philadelphia at the very beginning of June. The first days of June would be spent at this city and then the members of the Congress would start toward the North.

Mr. CRAHAY DE FRANCHIMONT remarked that the Executive Committee would have to consider a great many questions in relation to the journey which have not yet been settled. He expressed the desire that the necessary information be obtained so soon as possible in order that every one could make his arrangements in consequence; it was a matter of importance to know whether the start would be made individually or collectively.

THE PRESIDENT was of the opinion that the most important question was still the settlement of the date of the Congress. It appeared to him that no one wished the Congress to be held in the Fall. So Mr. de Schokalsky's wishes would be satisfied.

Mr. DE SCHOKALSKY said that he agreed to the month of June which would be as convenient as the month of May.

THE PRESIDENT asked the Board whether it would consent to leaving in the hand of the Executive Committee the care of fixing the date for the Congress, if no one should ask to be heard in the matter.

Mr. GOBERT thought that he ought to mention having been four times already in the United States and that he had noticed every time an excessive temperature in the month of June. Under these conditions, he proposed that the members of the Congress should start from the continent about May 5, so as to reach Philadelphia about May 15 and to have before them a magnificent fortnight of relatively cool weather for the works of the Congress. If the weather were favorable, the members could then prolong their stay, whereas by arriving at the moment of the great heats the success of the Congress might be compromised.

COLONEL SANFORD answered that, although Mr. Gobert may have been four times in the United States, he was obliged to think that his honorable colleague's visit must have been made under exceptional conditions or that Europeans are more sensitive to the summer heat or that their clothes are not always adapted to the climate of that country. The maximum temperature does not come there in June but in the beginning of July.

THE PRESIDENT asked the American members whether they saw any inconvenience in holding the Congress earlier.

Mr. CORTHELL feared that the beginning of May might be too early a date and might prevent many Europeans from leaving their business.

Mr. CHARGUÉRAUD said, in the name of his French colleagues, that the beginning or the end of May would suit them equally well.

THE PRESIDENT closed the debate by saying that the Executive Committee would consider, in so far as it could, the observations which had been made and that it would try to reconcile all the interests concerned. The President pointed out that Colonel Sanford, in the course of his correspondence with the Executive Committee had given his attention to obtaining, for 1912, *reductions of rates on the principal railway lines for members of the Congress going to a port of embarkation for the United States.* In 1908, at the time of the Congress of Saint-Petersburg, Mr. de Timonoff had obtained temporary reductions on various railway lines. The Executive Committee, on its side, desiring to obtain the same favor for the permanent members, had asked the chiefs of delegations of several countries to take steps looking to this end. Reductions in rates could thus be had after certain formalities were accomplished. The President expressed the hope that the delegations, to whom the Secretary General would send notice very soon for this purpose, would this time again lend their aid toward reaching similar arrangements for the next Congress.

The President assumed that in accordance with custom, *the Permanent Board will have to hold its next meeting at Philadelphia before the opening of the Congress* (Assent).

Mr. JUNKER mentioned that the meetings of the Permanent Board are always preceded by those of the sub-committee charged with auditing the accounts. It seemed rather difficult for this sub-committee to meet at Philadelphia next year, because the Executive committee would have to bring there all its account books of which the loss or injury would be most unfortunate. In order to avoid any trouble, Mr. Junker placed himself at the disposal of the Executive Committee to come to Brussels, say a month before the opening of the Congress, so as to make the regular examination.

THE PRESIDENT thanked Mr. Junker for his kindness and then took up *the question of the place for holding the XIIIth Congress of Navigation*. He informed the Board that the Executive Committee had written to Mr. von Kvassay, Ministerial Councillor at Budapest, and a Member of the Board, to bring to his notice the subject of the possibility of holding a Congress in that city in 1915. Mr. von Kvassay had replied that it would give him great to join his colleagues in bringing the matter to the attention of the Royal Hungarian Government.

Mr. DE LETAY, who was present at the meeting, wished to say to the Board that the Members of the Hungarian Delegation desired, unanimously and with all their hearts, to see the XIIIth Congress of Navigation held at Budapest and they hoped that their endeavors in this direction would not be without success. The question had to be submitted, however, to the Council of the Cabinet, and not only has the Hungarian Government to meet just now many urgent affairs, but the situation is also aggravated by the recent death of the Minister of Commerce whose successor will not be named until the fall. Unfortunately, these circumstances will delay the solution of the question to a great extent and it is scarcely probable that a decision can be reached until the end of the year

THE PRESIDENT took note of what Mr. de Letay had said and thanked him, wishing at the same time that the news which should come from Hungary might be favourable. He made it a point to

mention that while negociations were under way with Hungary, the Executive Committee had received from Mr. Rafael Gasset, Minister of the Fomento, with whom it had entered into relations, a letter which was in a way an invitation to hold the XIIIth Congress of Navigation in the Spanish capital. Mr. Gasset appreciated greatly the importance and the honor for his country to convene a Congress of Navigation in Spain. The President declared that the Association should take note of this flattering invitation, but, before entering into negociations with Spain it would be necessary for the Executive Committee first to be fixed as to the intentions of the Royal Hungarian Government, as its relations with the latter preceded those which have just taken place with Mr Gasset.

The Board declared itself to be in accord with the views of the Executive Committee.

* * *

The President had received from Mr. de Timonoff a letter of which a translation follows :

" Saint-Petersburg, May 6, 1911.

" *To the Members of the Executive Committee*
of the Permanent International Association
of Congresses of Navigation,

Brussels.

" Gentlemen and dear Colleagues,

" I regret that I am unable to take part this year in the meeting of the Permanent Board. Scarcely returned to my own country after a long trip to America, where I had to study the works of the Panama Canal, I find before me far too many duties to be able to absent myself at the present moment.

" I should like, however, to submit to you an idea which seems to me to be worthy of a little attention.

" The meetings of the Permanent Board generally take place at Brussels. The only exception made is for the years in which Congresses are held. It seems, however, that it would be of advantage to change the place of meeting of the Permanent Board more frequently, going at one time to one country, to another at another, as the Board itself may decide.

"This would allow the central organ of the Association to enter into closer relations with the Governments of those countries and with the members who live there, with result that the prestige of the Association and its power of action would be increased. In this way, those countries especially, where for one reason or another a Congress cannot be held, would be visited. This would be a powerful means of propaganda for our work. On the other hand, the members of the Permanent Board would find new subjects for study at each of these visits and would be able better to appreciate local conditions when a programme for a Congress came up for discussion.

" Finally, we should not constantly impose on (may I be excused for the expression) the hospitality of our Belgian Colleagues and it would become the pleasure and the duty of the members of sundry other countries to receive their foreign colleagues in their own native lands.

It is needless to say that the cost of transportation of the office personnel necessary for the auditing of the accounts, etc., would be defrayed by the Association.

Stopping at these considerations, I shall be obliged to you, Gentlemen and Dear Colleagues, if you will submit them, should you judge it worth while, to the attention of the Members of the Board.

Please accept, Gentlemen and Dear Colleagues, the expression of my very distinguished sentiments.

(S.) V. E. DE TIMONOFF.

THE PRESIDENT observed that Mr. de Timonoff's letter refers to two different orders of ideas : the advantage which would follow for the Association itself from the Board's moving from place to place, and then the fear of abusing the hospitality of their Belgian colleagues. Mr. Helleputte hastened to beg the Board to pay no attention to such a fear; the Belgian members are always exceedingly glad to receive their foreign colleagues and furthermore, so far as they are concerned personally, they prefer that the meetings of the Board should always be held in Belgium. It is to be noticed that, in any event, the Board will have to meet in Belgium from time to time, consequently the difference between what takes place now and what would happen if M. de Timonoff's views were adopted does not amount to a great deal. The meetings are held in Brussels twice out of three times, hence the fears expressed

in Mr. de Timonoff's letter in regard to the burdens placed on the Belgians really become reduced to very little.

Mr. FREIHERR VON COELS VON DER BRUGGHEN did not share, either, the fears of Mr. de Timonoff. He felt it a duty to pay his respects to the hospitality which had always been offered to the Board in Belgium and added that the foreign members would be very happy to return this hospitality to the Belgians, but it would be, in his opinion, a practice much to be regretted if the habits of the Board were changed. The objections stated by Mr. de Timonoff are not very serious and it is to be feared that the Association would be less well off than before if his ideas were carried out.

Mr. GUERARD also thought that an experiment attempted as indicated by Mr. de Timonoff might check the good advance of the work of the Association, or at least interfere with the working of its machinery.

Mr. DE THIERRY held the same view and thought that the accounts, at any rate, should be audited at Brussels. The auditing Commitee of the Board would still be obliged to come to Belgium and, under these conditions, Mr. de Timonoff's proposition to move the meetings of the Board from country to country would be a partial measure which could not lead to good results.

Mr. JUNCKER also found that carrying around the records was not to be thought of.

Mr. DE SCHOKALSKY believed that he ought to second Mr. de Timonoff's proposition by remarking that its main object was to give the Permanent Board an opportunity to see great works in countries where the Congresses will never meet.

THE PRESIDENT thought that Mr. de Timonoff had also in mind the facilitating of the propaganda in favor of the Association. It seemed to him however that, if this propaganda were carried on in countries where a Congress would never be held, the efforts put forth would not be followed by effects. Moreover, the Executive Committee is able in Belgium to give the Board any desired information up to the last moment. It would not be able to do this if the Board met in any other country.

THE BOARD decided that it was well to hold to the usages which have prevailed until now and to meet at Brussels as heretofore except in years when there is a meeting of the Congress.

Mr. DE SCHOKALSKY recalled that the Congress of Saint Petersburg had had to consider the "*Safety of Ocean Navigation*" and that the motion was carried on this occasion that : "*this question be sub-*" *mitted to an international Board of seamen and engineers through* " *the initiative of some Government which might well be that of* " *Russia.*" Mr. de Schokalsky was happy to inform the Permanent Board that the preparations for the meeting in question were under consideration at Saint Petersburg.

Mr. de Schokalsky took the opportunity which offered itself to send, in the name of the President of the Committee on Organization of the XIth Congress, Mr. de Timonoff, and of two of its members present on the Board, their congratulations to its colleagues of the United States, and expressed his warmest wishes that their labor and perseverance might be crowned next year with complete success.

THE PRESIDENT, in the name of the Permanent Board, joined in these wishes and hoped that the members from the United States who are organizing the XIIth Congress would be so kind as to accept the cordial feelings expressed.

The President took up a last point on the order of business. He said that it was not of great importance, but, as it had been raised by several members of the Board after the meeting of last year, he thought that it ought to be submitted for consideration. It was a question *of laying down the order to be followed in assigning the places to be occupied by the delegates of the various countries at the meetings.*

The order of precedence of the different members of the Board had been regulated from the beginning of the Association; it was intended that the delegates should be arranged alphabetically according to the language of the country where the meeting should take place. But these arrangements are susceptible of two distinct interpretations : at the working meetings, the countries should follow each other alphabetically and their representatives

should be so grouped that they can communicate easily with each other. But when the object of the meetings is no longer work, that is to say, in meetings for pleasure, communication between members of a given country are not so necessary; on the contrary, it may be pleasant for them to meet colleagues from other lands. In this latter case, the decision of the Board may be interpreted in this way : the representatives of the different countries may be arranged alphabetically according to the language of the country where the meeting is held, beginning for example with the heads of the delegations, the first place being at the right of the President, the second at his left; the third opposite to the one on his right and so on. It was remarked last year that the heads of delegation, occupying important positions, were rather far from the middle of the table. That was the consequence of the application of the rule according to the first system. The rule applied according to the second system would remedy this trouble to a certain extent.

Mr. RESAL thought that the Executive Committee should be left perfectly free to act as it thought best.

THE PRESIDENT expressed his thanks for the confidence of which this answer was a new proof.

The proposition made was, therefore, favorably received by the delegates present at the meeting.

There being no further business before Board, the meeting was adjourned at 12 o'clock Noon.

G. HELLEPUTTE,
A. DUFOURNY,
Presidents.

J. RICHALD,
Secretary General.

APPENDIX

PERMANENT INTERNATIONAL ASSOCIATION
OF
CONGRESSES OF NAVIGATION

38, Rue de Louvain, Brussels

Financial Situation on April 30, 1911

ASSETS

Cash on hand		716	93
Savings bank { Stock and Bond account . 184,000.00 / Deposit account . . . . 102,073.92 }		286,073	92
Société Générale (account current		97,259	13
Furniture		1	00
		384,050	98

LIABILITIES

Balance avaliable on December 31, 1910	342,723	87
Profit and loss	33,546	93
Share belonging to 1912 and subsequent years of sums paid in by life members in commutation for annual dues	7,780	18
	384,050	98

Profit and Loss Account on April 30, 1911

DEBIT

Sundry printing	1,315	63
Personnel, translations, copying	2,585	22
Transportation and correspondence	1,170	65
Office supplies	139	95
Articles published at cost of Association	12,559	21
Congress of Philadelphia	475	01
Sundries	211	25
Credit balance	33,546	93
	52,003	85

CREDIT

Grants from States	26,641	75
Payments from cities and corporate bodies	12,413	00
Dues from permanent members	12,780	55
Interest and sundries	168	55
	52,003	85

TRANSPORTATION LIBRARY

PERMANENT INTERNATIONAL ASSOCIATION
OF
CONGRESSES OF NAVIGATION

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PERMANENT INTERNATIONAL BOARD

Meeting held at Willebroeck

on June 19, 1913

MINUTES

Executive Committee — Office of the Secretary General
38, Rue de Louvain, 38
Brussels

THE UNIVERSITY OF MICHIGAN LIBRARIES

Permanent International Board of the Congresses of Navigation

MEETING HELD AT WILLEBROECK ON JUNE 19, 1913

TRANSPORTATION LIBRARY

PERMANENT INTERNATIONAL BOARD

OF THE

CONGRESSES OF NAVIGATION

Meeting held at Willebroeck on June 19, 1913

MINUTES OF THE PROCEEDINGS

The annual meeting of the Permanent International Board of the Congresses of Navigation was held at Willebroeck on June 19, 1913, during a visit to the maritime installations of Brussels, Mr. Helleputte, Minister of Agriculture and Public Works, President of the Association, presiding.

The meeting was called to order at 12 o'clock, noon.

Present :

Executive Committee :

Messrs. HELLEPUTTE, Honorary Engineer of the Ponts et Chaussées, Minister of Agriculture and Public Works, Minister of State, Brussels.

A. DUFOURNY, Inspecteur General of the Ponts et Chaussées. Director General of Water Ways, Brussels.

J. RICHALD, Principal Engineer of the Ponts et Chaussées. Professor at the University of Ghent, Brussels.

French West Africa :

Mr. BOUTTEVILLE, Inspecteur General of the Ponts et Chaussées. Inspector General of Public Works in the Ministry of the Colonies, Paris.

Argentine Republic :

Mr. BUSTOS MORON, Engineer, Buenos Aires.

Austria :

Mr. MATHEUSCHE, Director of the R. and I. Warehouses, Triest.

Hungary :

Mr. DE LETAY, Chief Engineer in the Royal Hungarian Ministry of Agriculture, Budapest.

Belgium :

Messrs. LAGASSE DE LOCHT, Director General of the Ponts et Chaussées, Brussels.

J. VANDERLINDEN, Inspecteur General of the Ponts et Chaussées. Administrator and Inspector of the University of Ghent, Ghent.

L. VAN GANSBERGHE, Inspector General of the Ponts et Chaussées, Brussels.

J. L. TROOST, Honorary Director General of the Ponts et Chaussées, Brussels.

PIERROT, Honorary Inspector General of the Ponts et Chaussées. Honorary Director General of Water Ways, Brussels.

A. GOBERT, Honorary Engineer of Mines, Ex-President of the Committee of Organization of the first Congress of Navigation, Brussels.

A. LAMBIN, Chief Engineer. Director of the Ponts et Chaussées. In charge of the office of the Minister of Agriculture and Public Works, Brussels.

China :

Mr. HIANGHIENG-LI, Secretary of the Chinese Legation at Brussels.

France :

Messrs. GUERARD, Inspector General of the Ponts et Chaussées, Paris.

JUNCKER, Inspector General (retired) of the Ponts et Chaussées, Paris.

CRAHAY DE FRANCHIMONT, Inspector General of the Ponts et Chaussées. Member of the Consulting Commission of the Suez Canal, Paris.

DE JOLY, Chief Engineer of the Ponts et Chaussées, Professor at the National School of the Ponts et Chaussées, Paris.

FOUGEROLLES, Ex-President of the professional Syndicate of Contractors for Public Works in France, Paris.

Germany :

Messrs. Freiherr VON COELS VON DER BRUGGHEN, Under Secretary of State in the Department of Public Works, Berlin.

DE THIERRY, Geheimer Baurat, Professor in the Technical High School, Member of the Consulting Commission of the Suez Canal, Berlin-Halensee.

ENGELS, Geheimer Hofrat, Professor, Dresden.

Great Britain :

Sir CECIL HERTSLET, Consul General of His Britannic Majesty in Belgium, Antwerp.

Italy :

Messrs. TORRI, Inspector General of the Corps of Civil Engineering, Rome.

ROTA, Colonel of the Corps of Naval Engineering. Director of naval constructions at the Royal Navy Yard, Spezia.

SANJUST DI TEULADA, Superior Inspector of the Corps of Civil Engineering, Rome.

Japan :

Commander SUMITARO MARUYAMA, Naval Attaché of Japan in France.

Monaco :

Mr. BATARD-RAZELIÈRE, Chief Engineer of the Ponts et Chaussées, at Marseilles. Chief Engineer of the works at the harbor of Monaco.

Netherlands :

Mr. DEKING-DURA, Ex-Chief Engineer of the "Waterstaat," The Hague.

Norway :

Mr. KRISTENSEN, Director of Waterways, Kristiania.

Persia :

Mr. A. AERTS, Shipping broker at Antwerp.

Russia :

Messrs. V. E. DE TIMONOFF, Engineer, Privy Councillor, Professor. Director of Statistics and Cartography in the Ministry of Lines of Communication. President of the Hydrological Committee of the Ministry of Agriculture etc. at Saint-Petersburg.

N. J. MAXIMOVITCH, Privy Coucillor. Engineer, Member of the Superior Technical Council of Engineers in the Ministry of Lines of Communication, Saint-Petersburg.

Lieutenant General DE SCHOKALSKY, Honorary Collaborator of the General Administration of Hydrography, Saint-Petersburg.

Mr. W. H. KLEIBER, Temporary Councillor of State. Engineer of Lines of Communication, Saint-Petersburg.

Captain ALTFATER, Saint-Petersburg.

Spain :

Messrs. F. GARCIA ARENAL, Inspector General of Roads, Canals and Sea ports, Madrid.

G. BROCKMANN, Chief Engineer of the Service of Maritime Signals.

Sweden :

Colonel HANSEN, Corps of the Ponts et Chaussées. President of the Royal Administration of Water Powers, Stockholm.

United-States :

Lieut. Col. SANFORD, Corps of Engineers. United States Army, Secretary General of the Committee on Organization for the Twelfth International Congress of Navigation, Detroit.

Mr. E. L. CORTHELL, Civil and Consulting Engineer, New York.

ORDER OF BUSINESS :

1°. *Report of the Executive Committee on the general situation of the Association for 1912-1913*

2°, a) *Change of the By-laws in regard to "temporary members". —Proposition of the French and German Delegations.*

b) *Addition to 5° of Article 5 of the By-laws in relation to the Permanent Council. — Proposition of the Dutch and French Delegations.*

3° *Place for holding the XIIIth Congress. Letter from Colonel Hansen, stating that the Swedish Government will invite the Association to hold this Congress at Stockholm in 1915.*

4°. *Programme of questions for the XIIIth Congress.*

5°. *Sundry communications.*

Mr. HELLEPUTTE opened the meeting in the following terms:

Gentlemen,

It is with pleasure that I wish you welcome, in the name of the Executive Committee, and thank you that so many of you have come, most of you from so far, to answer our call. This readiness bears witness to the interest felt by the whole world in everything which has to do with navigation. There is no doubt that the meeting together of so many good wills must result in an advance whereby international relations will benefit for the greater weal of all nations.

I desire also to welcome our new Colleagues here present :

Messrs. MATTEUSCHE, delegate from Austria;
HIANGHIENG-LI, delegate from China;
GARCIA ARENAL, delegate from Spain;
BATARD-RAZELIÈRE, delegate from the Government of the Principality of Monaco;
and MARUYAMA, delegate from Japan.

But there is still another duty to be fulfilled, Gentlemen, before taking up the order of business, and that is to render to the memory of our Colleagues who have departed this life during the past year, a last token of our esteem for the services they have given to the Association while they were in our midet. They are: Messrs. DE UHAGON, Inspector General of the Corps of Engineers of Roads, Canals and Ports, at Madrid;
ROBYNS DE SCHNEIDAUER, Consul General of the Principality of Monaco in Belgium;
and Brigadier General RAYMOND, Corps of Engineers, United States Army, retired.

For many years and up to the eve of his death, General Raymond was interested in our Association. He had seen the realization of his dearest wish, that a Congress of Navigation should be held in the United States. Those of us who were present, in 1902, at the Congress of Düsseldorf, where our Association was finally created, still remember the speech made by General Raymond at the closing session: "Come to America", he said to us, "you will receive there the most hearty and cordial hospitality". A few years

later, thanks to the munificence of the Government of the United States, the kindly invitation of our much regretted Colleague could be taken into consideration.

Already seriously ill in 1912, General Raymond could not, unfortunately, preside over the Congress of Philadelphia, but he took an active interest in it so as to secure its success. For this, the Association will always be profoundly grateful to him.

So soon as the news of his death reached the Executive Committee, it sent at once a telegram of condolence to the American Delegation, and also to Mrs. Raymond who was a precious and devoted aid to her husband.

The whole Board will share, I am sure, our regrets for the irreparable loss which has fallen on the Association.

I have also to communicate to the Board the excuses of a certain number of its Members who, for various reasons, are prevented from taking part in this meeting. They are : Messrs. Munos-Hurtado, von Shuh, Marshall-Stevens, Jouanny, Krause, de Morlot, Bubendey, Flaich, Sympher, Heineken, Hampton-Moore, de Hoerschelmann, Maillet, Dabat, Kautzby, Westergaard, von Doeming, Résal, Reumaux, Vander Sleyden, Sir H. Arthur Yorke.

Telegrams of excuses have also been received from Messrs. Charguéraud, Russ, Lindley, Roldan and Quellenec, who had hoped to be present at the meeting.

Mr. de Hoerschelmann asks, by wire, that his compliments be presented to the Board.

Gentlemen, the first item on the programme for our meeting is the *Annual Report of the Executive Committee* on the situation of the Association. Mr. RICHALD, the Secretary General, might read this to you, but, as you have all received this document, you may perhaps consider its being read unnecessary.

Has no one any remarks to make?... — We are, therefore, all agreed on this subject.

My colleague, Mr. Dufourny wishes to lay before you three important questions :

1° the *Collection of Questions taken up for study* of which mention is made on page 5 of the Report;

2° a *New Method of compiling information about important hydraulic works recently constructed or under way*, and.

3° a *Project for the International Regulation of Inland Navigation* sketched out on page 6 of the Report.

Mr. DUFOURNY. — The International Board has often expressed the wish to see the life of the Congresses continued and made manifest during the periods which intervene between the general meetings of the Association. This is also the desire of the Executive Committee. Now, in order to reach the end proposed, one which other Associations have already attained, there has been prepared a *Collection of Questions* which gives the various points which previous Congresses have taken up and which they desire to have kept on the order of business of future meetings.

There is in this Collection a vast field for many articles which might appear during the interval between Congresses and maintain our scientific activity. There is nothing, for that matter, which places any limits on this Collection and it is needless to say that if any of our Colleagues desired to lay before us a question of present interest in the domain of navigation, but not anticipated by the Collection, we would have his article printed and distributed at once.

A new appeal is sent, therefore, to the heads of the delegations to send us every year technical studies to be published and sent out to the members of the Association. It will be a first way of keeping up their interest.

A second way, which Mr. Richald has had under consideration, is to bring out very year a *Summary of the principal works carried out, or under construction, abroad*, prepared in accordance with a series of questions (see annex I). No other form of information could be more interesting to the Members of the Association.

Finally, there is a last point of great importance which I wish to mention and which concerns the adoption of an *International Regulation of Inland Navigation.*

If, by the intervention of our Association, the various countries, and especially those of Central-Europe —Germany, Belgium, France and the Netherlands— could agree, as they have already

done in regard to the gauging of boats and suspensions of operations, on a set of common clauses of a general nature to be inserted in a regulation for navigation, it would be a great advance and, at the same time, a mark of favor toward our Association. The commun clauses should be as many as possible, each country being still free to lay down special rules applicable to special cases.

The various nations have been able to agree upon and to put into operation international rules for ocean navigation; why could not a similar result he reached for inland navigation?

I have already spoken to my Dutch and French colleagues about the matter. I have had also the pleasure of taking it up with Baron von Coels von der Brügghen, and every where there appeared to exist an equal desire to bring it to pass. Good will is the first and best element for success. I count on the support of the International Board.

M. DE JOLY. — Mr. Charguéraud has asked me to present his excuses to you and directed me to state that, although the French Government has just drawn up a new set of rules for inland navigation, he was ready to take up the matter set forth by Mr. Dufourny, final decision being reserved.

So far as the project for a "Series of Questions in regard to works" (see annex I) submitted by the Executive Board for our examination is concerned, it must be observed that some of the questions which appear therein call for a reply every year, whereas others, such as n° 7, could only be asked once for an entire country.

Certain items of information seem intended for those of our Associates who would like to visit the great works going on in a given region or, again, to facilitate a subsequent acquiring of documents in regard to them. Other data, on the contrary, have a value of their own. These latter, it would seem, offer a higher interest than the former. For example: it would be really useful for the Governments and Official Bodies which belong to our Association to know the budgetary data sought by paragraph 6 of the proposed series of questions for great ports and important navigable highways; statistical data, which give the means of determining the efficiency of the financial effort made, would he an advantageous completion of the figures relative to the latter.

Mr. DE THIERRY. — It might be well, perhaps, to limit the series of questions:

a) to works of which the construction has been finally decided on (see annex II);

b) to works finished during the course of the year considered (see annex II).

There would be avoided in this way, an annual repetition of the same items in works which go on for years.

In the case of works of special importance, a communication in regard to their progress might be made, if needs be, from time to time.

Mr. HELLEPUTTE. — It seems to me that Mr. Dufourny's propositions might be adopted, the considerations put forth by the French and German delegations being taken into account. *(Approval.)*

This point being settled, I yield the floor to Mr. Richald.

Mr. RICHALD. — I should like to say a few words about the financial situation of the Association.

Messrs. Juncker, de Thierry and Sanford have been so kind as to audit, in the name of the Board, the accounts of the Association. Mr. Juncker proposes to read the report which he has prepared on this subject.

Mr. JUNCKER. —

Report of the Committee charged with auditing the accounts for the year 1912

Brussels, June 18, 1913.

The undersigned, charged by the Permanent Board with the duty of of auditing the accounts of the Association, met at Brussels on June 18, 1913, and took up this verification in the presence of Mr. Richald, Secretary General, and of his assistants, Messrs. Vivane and Mertens.

They examined the tables which appear on page 18 of the Report of the Executive Committee and which give the balance sheet of the Associa-

tion for December 31, 1912, and the profit and loss account for the year 1912.

The account books of the Association and all the vouchers were submitted to the Committee.

The undersigned took here and there a certain number. of items of expenses and verified the latter by means of the bills and receipts belonging thereto; they noted, as before, the perfect order with which these vouchers are preserved and classified and their exact agreement with all the documents of the Association.

They also checked the sums received from States, Corporate Bodies and permanent members.

The Savings Bank accounts were verified by means of the official passbook; the cash on hand that day was counted, and the funds deposited with the Société Générale on June 15, 1913, were verified by means of an extract from the account current of the Association.

These various checks have led the undersigned to recognize the accuracy of the financial situation stated by the Executive Committee.

The examination of the balance sheet for December 31, 1912, gives rise, in their opinion, to the following observation:

The deposit made at the Savings Bank includes:

1° Some « titres de Rentes 3 % sur l'Etat Belge » (1), having a nominal value of 200,000 francs, of which half were bought in 1906 and half in 1909 and of which the market value on December 31, 1912, was 157,700 francs;

2° An available sum of fr. 158,621.06 for which the Savings Bank only allows the Association 2 % interest.

The undersigned consider that it would be well to invest at least a part of this last sum, say 100,000 francs, at a more advantageous rate of interest; this investment might be made by the purchase of a new « titre de Rente Belge » at 3 % (of which the income at existing market values would be 4 %), or, better still, by the purchase of 4 % « Bons du Trésor » (2), issued by the State of Belgium and reimbursable at par in 1917. The possibility of a new drop of the « Rente 3 % », sums .o be of a nature to make preferable the investment in « Bons du Trésor », of which the reimbursement at par is guaranteed.

The statement of receipts for 1912 shows that, during this year, the subventions and dues have been very satisfactorily paid up.

The subventions from States (inclusive of the costs of the office and office force, amounting to 3,000 francs paid by Belgium) amount to fr. 69,188.30, less, it is true, than the figure of the preceding year which was 69,573. The reduction is caused especially by the disappearance of the subvention of 1,000 francs formerly allowed by the Congo State, which

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(1) About the equivalent of « Consols » in England or Government Bonds in the United States.

(2) Exchequer Bonds or Treasury Bills in England.

has with drawn from the Association. Of the 40 States belenging to the Association, three only are behind hand in paying their subventions for 1912, especially is this so for Peru and the Republic of Ecuador. Peru, put down for a subvention of 1,000 francs, is three years behind; and the Republic of Ecuador, put down for 500 francs, has never paid in anything. The undersigned consider that the Republic of Ecuador should be stricken at once from the list and that the same action be taken with regard to Peru, if this State have not paid in all back and present subventions by the end of the current year.

There are 409 corporate bodies (including cities) which are members; their dues for 1912 are all paid in, save one small body which pays dues of 10 francs.

The total amount of the dues paid in for 1912 was fr. 18,995.89, as against fr. 15,127.58 in 1911. The increase is really very encouraging.

It is not less so in regard to the permanent members, of whom there are now about 1900 as against about 1800 in 1911. Of these members, only 49 have not yet paid their dues for 1912. There has been collected under this head a sum of fr. 20,984.92 as against only fr. 17,778.50 in 1911.

Among the items of expense, by far the most important is the one regarding the Congress of Philadelphia.

The expenses for this Congress had been for 1911 . .	fr. 19,604.37
They were for 1912	106,367.24
Total to December 31, 1912,	fr. 125,971.61

There are still some items to be settled in 1913; it is estimated that the expenditures will amount in all to about 150,000 francs.

The table which, on page 19 of the Report of the Executive Committee, recapitulates the countries classified according to the importance of the subventions and dues, on March 31, 1913, causes the undersigned to make the following remark :

The amount of the annual subvention of the Governments is given there first in the money of the country, and then, in the next column, it is converted into francs, but there is a lack of uniformity in the way of making this conversion.

Whereas for the United States, the sum stated in francs is in round figures in accordance with a supposititious exchange of 5 francs to the dollar, Germany's subvention is converted according to the real exchange, which gives 4,960 francs for 4,000 Marks. The same is true for Austria, Hungary, etc. It would be well, so it appears, to do with all the States as is done with the United States, by expressing in round figures the equivalents in francs.

Such are the few observations which the examination of the accounts of the Association has suggested to the undersigned. It is a pleasure for

them to pay, as in preceding years, a well deserved compliment to the perfect way in which these accounts are kept and to conclude by approving the accounts for the year 1912.

(Signed) JUNCKER.
DE THIERRY.
SANFORD.

Mr. HELLEPUTTE. — I thank Mr. Juncker, in the name of the Executive Committee, for the very kindly appreciations which he has offered. These thanks are addressed also to Messrs. de Thierry and Sanford who, with Mr. Juncker, audited the accounts.

Our colleagues make in their report two propositions which you will certainly accept; they are: first to take a sum of 100,000 francs from the funds deposited in the savings bank to couvert it into Bons du Trésor, and then to adopt a more uniform system for converting foreign money into francs.

Are there any objections?... We are all agreed.

The draught of the budget for the year 1913, which appears on page 20 of the Report of the Executive Committee will now be examined.

Has any one remarks to make?... There are none, so the draught of the budget for 1913 is adopted.

The second item of the order of business will now be taken up; it relates to a *change in the by-laws in regard to* TEMPORARY MEMBERS.

Baron VON COELS VON DER BRÜGGHEN. — I propose to change articles 9 and 10 of the by-laws, in conformity with the text which you have before you (see annex 3), with a view to reducing, so far as possible, the number of members who form a part of the Congresses of Navigation with the sole object of participating in the excursions, receptions and festivities.

It is also to our interest to reduce as much as may be the festivities which are prepared for the Congresses and to raise the value of the latter.

Mr. DE TIMONOFF. — I agree with Baron von Coels von der Brügghen. Evidently, we must protect our interests, but I think

that the way proposed is not the one suited to reach effectively the end sought.

Let me give an example :

According to the new text of the by-laws, only those members who have been borne on the rolls for *four years* might participate in the excursions of the Congresses, an exception being made in favor of the temporary members of the country where the Congress is held.

Now, several new members from the United States have joined us, since last year, with the hope of taking part in the Congress of Stockholm on the same basis as life members and others. They will be deprived of this faculty with the delay of four years as proposed. Consequently, we must go on methodically.

I am in favor of the principle laid down, but I propose that we temporize and put off to a later date the action to be taken in this matter.

The next Congress does not meet for two years yet, so we have all the time needed to find a mode of expression which can be better adopted to our Association and will reach more effectually the object sought, without trespassing on the rights of the temporary members or of the new permanent members.

In a word, I propose to admit the principle of a change, but to wait until the next meeting of the Board to give it its final phraseology.

Baron VON COELS VON DER BRüGGHEN. — In order to meet the objection made by Professor de Timonoff, the term for joining the Association might be set at *three years*, so as to allow the new American members to be present at the Congress of Stockholm.

Professor DE TIMONOFF. — The term of three years seems to answer the purpose, but it would still be necessary to discuss the wording to be adopted and, to shorten the discussion, the solution might be laid aside until our next meeting.

Mr. ARENAL. — The term of three years does not seem to me long enough; I propose five years.

Mr. HELLEPUTTE. — No, that would complicate the situation.

Mr. CRAHAY DE FRANCHIMONT. — I think, Gentlemen, that, with the wording proposed, the Board is in possession of all the elements necessary to appreciate the position and that it is possible for us to solve the question now by considering a transition period.

Mr. DE JOLY. — That is also my opinion, because, after all, the question will be no more clear next year than this. Professor de Timonoff tell us that we have made an engagement with certain "temporary members". In a word the temporary element does not exist; no engagement could have been made with other than permanent members who joined at the time of the Congress of Philadelphia.

By accepting the term of three years, we shall have kept our word most completely with every one, and no acquired right will have been injured.

So far as I am concerned personally, I should be inclined toward an increase in the member of *accredited members* of whom mention is made in the new text.

Our Association is now fully prosperous. When it was still young, it was to our interest to open widely our ranks; in the future, we shall be led, perhaps, to close them entirely.

I believe that the solution of Baron von Coels is an intermediate one on which we can live for a very long time.

Mr. DUFOURNY. — I am speaking in the name of Colonel Hansen.

Baron von Coels von der Brügghen proposes a term of three years. Now, Colonel Hansen calls rightly to my attention that England will only have become fully a member of our Association from and after this year. It would be necessary therefore to make an exception in favor of England, otherwise she would be excluded from all possibility of taking part in the next Congress and that would not be courteous on our part.

Mr. HELLEPUTTE. — Mr. de Joly proposes to bring about an agreement on the new wording, slightly amended, if needs be.

I call for the vote.

The result of the vote having been too uncertain, the President expressed the opinion that it would be better to discuss this question at a future meeting.

Baron VON COELS VON DER BRÜGGHEN. — We accept very willingly the President's view, and the more so that a new fact has come up : "Great Britain having joined the maritime section" and this is of a sort to make our neighbors of the other side of the Channel join our Association in larger numbers. *(Unanimous consent.)*

Mr. HELLEPUTTE. — We have now to examine the following addition to 5° of Article 5, relating to the "Permanent Council" and proposed by the Dutch and French delegations :

Any member of the Permanent Council who may be prevented from attending one of our meetings, may have himself replaced there by another representative of his country who is a member of the Permanent Board."

Mr. DEKING DURA. — This proposal is not new; it was made two years ago and, as it was not desired at that time to change this article of the by-laws, it was laid over for a later date. The faculty granted to the *Members of the Permanent Council to have themselves replaced* has been tolerated up to now; it seems to me that it should be recognized as a right.

Mr. HELLEPUTTE. — There being no objection, the addition was adopted.

We shall now take up the 3d item of the order of business relating *to the place of meeting for our XIIIth Congress.*

A letter was received last April from Colonel Hansen, stating that the Swedish Government would invite the Association to hold its XIIIth Congress at Stockholm in 1915.

I ask the meeting whether it thinks well of accepting the very kind invitation offered by Colonel Hansen, on behalf of his Government.

Mr. DE JOLY. — We can only express our lively thanks to the Government of Sweden for the invitation which it has been so kind as to send us. It answers to the desires already uttered by our Association, and I propose that it be unanimously accepted, and that our thanks be tendered to Colonel Hansen for the efforts which he has so kindly fut forth in order to reach this happy result. *(Applause.)*

Colonel HANSEN. — I thank you very cordially, Gentlemen, for the important decision to which you have just come.

Allow me to express the happiness which I feel and which will be felt by all my colleagues in Sweden when I shall have informed them of your acceptance.

I wish you a most cordial welcome to Stockholm. While I do not promise you any grandiose and magnificent festivities, we shall do our best to make the labors of our XIIIth Congress fruitful, serious and beneficial as well as pleasant. *(Prolonged applause.)*

Mr. HELLEPUTTE. — I thank Colonel Hansen most warmly for the kindly words which he has just spoken; by warning us that the festivities will not be grandiose, he only gives life to wishes many times expressed.

Our, Colleague, Colonel Hansen, wrote us that the subvention granted by the Government of Sweden will be about 50,000 francs. He would have liked to obtain more, but as he has not succeeded, we must meet the contingency with a grant from the Association to the Local Committee on Organization for the Congress of Stockholm. Cases of this sort are provided for in article 7 of the by-laws. I think that this point will call forth no objections. *(Assent.)*

We come now to another important point of our meeting: *the programme of questions for the XIIIth Congress.*

We have prepared a list of the question the study of which has been proposed by preceding Congresses and by various members

of the Board. This list was submitted to Colonel Hansen who sent us the text which he preferred.

A choice had to be made, so an exchange of correspondence took place between the Executive Committee and the various delegations. In this way was reached the programme for work of which the text lies before you and which you are about to examine. (See annex 4.)

The questions and the communications of the first and second sections will now be read and submitted successively for you approval.

1st Section. — Inland Navigation.

QUESTIONS

The first question reads as follows:

Improvement of rivers with a view to navigation, to the production of energy, to rafting wood, to drainage and irrigation; results of tests made with models, use of models for the solution of hydrotechnical questions.

No objections?... Carried.

The second question is in these terms:

New types of dams for canalized rivers, especially in regard to their action on floods, regulation of the discharge, utilization of their fall for the production of energy, the passage of fish, wood, etc.

No objections?... Carried.

The third question is thus stated:

Economic and technical study and regulation of operating and of mechanical traction of boats on rivers, canals and lakes; dispositions for locks in order to facilitate their manœuvring.

No objections?... Carried.

COMMUNICATIONS

The first communication is worded as follows:

Reservoir dams. Conditions for location and use. Progress made in their construction.

No objections?... Carried.

The second communication is put thus:

Unification of the statistics of inland navigation. Comparison of the statistics of the various countries.

No objections?... Carried.

The third communication is in these words:

Sources of water supply of rivers, surface waters and subterraneous sheets, conditions under which the movement of the water takes place in the two cases. Factors which exert an influence on the discharge of the sources of supply of rivers. Importance of forests. Measures to protect the discharge of rivers. Legislation

No objections?... Carried.

IInd Section. — Ocean Navigation.

QUESTIONS

The first question is:

Mechanical plant of ports. Mechanical handling of freight. Loading, unloading, carriage between ships and the various points of deposit, whether covered or not with sheds.

No objections?... Carried.

The wording of the second question is in these terms:

Movable bridges. Technical and economic studies.

Professor DE TIMONOFF. — I think that we might say merely "*bridges*" and not: "*movable bridges*", because there are some bridges which are not movable and which, nevertheless, protect navigation.

Professor DE THIERRY. — The question of *bridges* has been examined already, at the Congress of Philadelphia. I move that this question be transferred to the "Communications", because it is a matter of interest not alone to ocean navigation. Another question might be selected: "The defence of coasts," for example, which might be thus stated:

Works on the coast. Works for the protection of the coast against attacks of the sea. Spur dykes. Revetments and guard walls.

Mr. DE JOLY. — Professor de Thierry's proposition offers one advantage: the question which he submits to us is new, while the one in regard to movable bridges was on the order of business of the last Congress.

From this point of view, I am glad to second Professor de Thierry's proposition.

Mr. BATARD-RAZELIÈRE. — I think it well to keep to the text provided which states clearly that it is a question of "*movable bridges*". This subject was treated at the last Congress, but it is still sufficiently vast to call forth some interesting articles.

Professor DE TIMONOFF. — I second the proposition made by Professor de Thierry and withdraw my amendment.

Mr. HELLEPUTTE. — No other objections, Gentlemen?... The question relating the "*defence of coasts*" proposed by Professor de Thierry is carried and the study of "*movable bridges*" will be entered among the "*communications*".

Let us now take up the third question to be placed on the programme of the IId Section; it relates to the "*construction of sea coast lights, foundations, towers, illuminating apparatus; progress made and new principles.*"

General DE SCHOKALSKY. — It would be interesting to extend this question a little, because it includes only "*sea-coast lights.*" Could not "*sea-coast beacons*" be added? The question of light houses is intimately connected with that of beacons. So the wording of the question might be completed by the following words: "*new principles relating to the safety of navigation*"; this subject has been already on the order of business of the two preceding Congresses; but I see in this no reason why it should not appear in the programme of the next Congress.

Mr. DE JOLY. — The safety of navigation really does come close to questions, which are directly our concern, but it includes many others with which we have nothing to do.

This subject has already been placed on our order of business at Saint Petersburg and at Philadelphia and it has been recognized that its too vast domain goes rather beyond the sphere of action which should be reserved to our Association.

Beyond this, I see no inconvenience in extending the text proposed for the third question, as our Colleague Mr. Corthell seems to desire, and in treating the subject of fog signals by submarine bells and wireless telegraphy at the same time with that of light-houses properly so-called.

Mr. HELLEPUTTE. — The question of limiting the field of action of our Congresses has come up at various times in our meetings. One limit has just been pointed out: our jurisdiction has nothing whatever to do with the ship; we consider all the other questions relating to the highway itself and to its marking. Consequently, we might second Mr. de Joly's order of ideas and include *beacons, and even submarine fog-signals*, etc., in the wording of the third question.

Mr. DE THIERRY. — We agree to Mr. de Joly's proposition, save for suppressing another part of the text presented which might give rise to too extended reports. The *illuminating appatus* especially are the ones to be considered; I propose then to eliminate the question of foundations.

Mr. DE JOLY. — The text might be worded as follows: "*Establishment of lighthouses and sea coast signals, towers, illuminating apparatus, aerial, sub-marine or hertzian fog-signals; progress made and new principles.*" *(Assent.)*

Mr. HELLEPUTTE. — No other objections, Gentlemen?... So, Mr. de Joly's proposition is accepted.

It now remains, in order to complete the programme of the labors of the XIIIth Congress, to select the three Communications for the IId Section.

The *1st Communication*, in accordance with what was decided on a moment ago should refer to *movable bridges* and might be set forth thus:

Movable bridges. Technical and economic study. (Adopted.)

The *2d Communication* should treat of "*Concrete and reinforced concrete*" and might be stated in this way:

Concrete and reinforced concrete. Their applications to hydraulic works; means of insuring their preservation. (Adopted.)

The *3d Communication* is to be chosen between the one relating to *the use of liquid fuel*, taken over from 2° of the programme of the labors which you have before you, and that marked 3° on the said programme. Perhaps the Board may find that the use of liquid fuel belongs rather to ship supplies than to the highway, to which latter we intend to limit ourselves.

Mr. DE THIERRY. — The communication relating to the use of liquid fuel was proposed by the Swedish delegation. I propose that it be kept and that 3° which refers to "*fishing ports and harbors of refuge*" be left out.

Mr. CRAHAY DE FRANCHIMONT. — The question of the use of liquid fuel belongs especially to ship supplies, at the same time, it is intimately related to the size of ships and, consequently, to the size of the works. I move that it be retained as the Swedish delegation requests.

Colonel HANSEN. — I must say to the Board that we would give it up if there were the slightest objection to its being retained.

Mr. HELLEPUTTE. — Although this question as worded did not enter, strictly speaking, into our programme, we might, as a matter of courtesy, retain it by completing it according to the ideas expressed by Mr. Crahay de Franchimont.

Mr. DE JOLY. — I propose to specify and to add to the text of the Executive Committee the words: "*its consequences from the point of view of the size of ships and of the equipments* of ports.

Mr. HELLEPUTTE. — So the third Communication would be worded as follows:

Use of liquid fuel in navigation. Its consequences from the point of view of the size of ships and the equipments of ports. (Adopted.)

The communication which relates to "fishing ports and harbors of refuge" would therefore disappear and we are all agreed as to the programme of the labors of the XIIIth Congress.

* * *

Gentlemen, at the time of the Congress of Philadelphia, Mr. Dufourny and I were elected *Honorary Members* of the Association. We thank you most sincerely for this mark of courtesy and kindly feeling.

While thanking you, I must say to you, however, that we are rather embarrassed, for we are persuaded that there are many others who deserve this distinction. It is a scruple which I must express and I ask you whether, having started on this road, it would not be well for you to go a step further and give us as colleagues those among us to whom, in your opinion, this honor should be shown.

I beg each of you to express his opinion on this point.

Baron VON COELS VON DER BRüGGHEN. — When, last year, we appointed our two Presidents "*Honorary Members*", we wished to show them special regard and respect.

The are, surely, many members who have contributed largely to the development of our Association and who would have a right to a mark of distinction.

In our opinion, however, appointments of this kind should be reserved for only a very small number of us. Hence I propose that we stand by those made last year *(Applause.)*

Mr. HELLEPUTTE. — Alow me, Gentlemen, to say to you how great is our confusion, for our inner conviction is that we are by no means exceptional members to whom so much honor must be shown. I allow myself to believe that later you will change your minds and that the step which you have taken to day will be only transitory.

We are very much flattered and again express to you, Gentlemen, all our gratitude. *(Applause.)*

* * *

The Goverment of Great Britain has just announced that it is joining the Association as well for Inland Navigation as for Ocean Navigation and that it is increasing its annuel subvention from 2,500 francs to 5,000 francs.

We must first thank Sir Cecil Hertslet, for the pains he has taken to reach this result and, then, Sir Arthur H. Yorke who could not be present at our meeting. *(Applause.)*

* * *

We hold two propositions from Professor de Timonoff whom I shall ask to have the kindness to explain them.

Professor DE TIMONOFF. — My first proposition is simply to mention at the head of the list of members of the Association *the names of the high protectors of the Congresses of Navigation.* I consider that this is a respect which we should pay them. If we

fail to do so, future members will not know who were the patrons of the preceding Congresses.

My second proposition is not, strictly speaking, a proposition. It is a simple communication.

The local Committee on Organization of the XIth International Congress of Navigation over which I had the honor to preside, devoted to the work of our Association, was willing to take upon itself much labor which might have been done, although less well it is true, by paid employees. By reason of the zeal of its members, this Committee was able, without prejudice to the success of the sessions, to economize on the amounts collected for the needs of the Congress, and it was decided, on my proposition, to found with the savings (which amount to about 25,000 francs) *prizes intended to reward services rendered to Navigation* by participation in the International Congresses of our Association. These prizes would be awarded after each Congress in the form of gold, silver and bronze medals. I have already taken the matter up with our Government in order to obtain the necessary authority for the purpose, and the idea was very favorably received. In a few months hence, the laws regulating this capital will be approved. I shall keep you well informed about this matter.

I ask your permission to lay on the desk *the labors of the XIth Congress translated into Russian* and published by direction of His Excellency the Minister of Lines of Communication. It is the first time, I believe, that the complete minutes of proceedings of such labors have ever been published in four languages. *(Applause).*

If there be among you members who would like to have this publication, I shall be happy to send it to them.

I present to you as well *a map of the navigable highways of Russia*, published by direction of His Excellency the Minister of Lines of Communication, similar to the one published by Mr. Sympher in Germany. It completes the series of maps of Europe distributed by the Association. I am at the service of the members to send them a copy of this map if they desire it. *(Applause.)*

Mr. HELLEPUTTE. — I thank Professor de Timonoff for the very interesting information which he has just given and I beg of

him to be the bearer of the thanks of the Association to the Minister of the Lines of Communication of Russia.

Mr. SANJUST DI TEULADA. — I must invite attention to the fact that the minutes of proceedings of the Congress of Milan *were translated into Italian in 1905*, and hence that the labors of that Congress have already been published in four languages.

Professor DE TIMONOFF. — Allow me to point out to you that I caused to be translated into Russian not only the minutes of the sessions and excursions, but also all the reports and communications of the XIth Congress. Herein lies the innovation.

Mr. HELLEPUTTE. — There remains for discussion Professor de Timonoff's proposition in regard to *inscribing the names of the high protectors* of our Congresses.

Mr. DE JOLY. — There can be no question about that. *(Unanimous approval.)*

Professeur DE THIERRY. — I consider that the length of the minutes of the proceedings of our Congresses might be reduced by leaving out, in the chapter relating to Receptions and Excursions, the speeches made during luncheons and dinners.

Mr. DUFOURNY. — Many persons set great store on having their speeches published.

Professor DE TIMONOFF. — Might it not be well, in order to cut out these speeches, to suppress also the lunchons and dinners? *(Laughter).*

Mr. HELLEPUTTE. — I must mention to you that the publication of *Mr. Van Konynenburg's article* is well on the road toward completion. The members of the Association will be able to receive it three or four months hence.

This important work, of which the printing at the cost of the Association was authorized by the Permanent International Board

at its meeting of July 30, 1910, could be begun about the middle of 1911. It will include three volumes: an album of colored plates, an album of plates—imitation of engraving and a volume of text; it will be published in Dutch, English, French and German. The Government of the Netherlands granted sufficient funds to have the work brought out in the first of these languages.

As the size of the edition was fixed at a limited number of copies, two years ago, we shall be able to send a copy of the three volumes only to those who were actually members of the Association at the end of 1911, as already stated in the preceding report of the Executive Committee.

General DE SCHOKALSKY. — You will surely remember, Gentlemen, that the question of the *safety of ocean navigation* was raised at the time of the Congress of Saint-Petersburg.

Several reports were presented and the Congress resolved :

1°). — that the question be submitted, on the initiative of some Government—which might be that of Russia, to an international conference of seamen and engineers, and

2°). — that this question be taken up at a near Congress.

The Russian Government has done its duty. An International Maritime Conference met a year ago, its works have been published and I hand a copy to the Executive Committee. Later on there will be some for all the members.

Mr. HELLEPUTTE. — I thank and congratulate General Schokalsky and beg him to couvey the thanks of the Association to Admiral Grigorovitch, Minister of the Imperial Russian Navy, for his courtesy.

Baron VON COELS VON DER BRüGGHEN. — I congratulate the President for the masterly way in which he has handled the debates of the Board. *(Applause.)*

Mr. HELLEPUTTE. — I can only accept these congratulations under reserve, because the orderly working of a meeting is owing far more to the members themselves than to the President.

The compliments and congratulations of Baron von Coels von der Brügghen are addressed far more to all of you, Gentlemen, than to myself. *(Applause.)*

The meeting adjourned at 1.30.

J. RICHALD,
Secretary General.

G. HELLEPUTTE,
A. DUFOURNY,
Presidents.

ANNEX 1.

N. B. — Text proposed by the Executive Committee.

PERMANENT INTERNATIONAL ASSOCIATION

OF

CONGRESSES OF NAVIGATION

LIST OF QUESTIONS

QUESTIONS.	ANSWERS.
1°. What great works of importance for the rivers, canals or sea ports of your country are now going on, or have been finished during the year?	
2°. Have these works already been the object of articles in periodicals? Have they been the cause of the publication of official documents or of works which can now be bought? Please make the necessary replies as precise as possible.	
3°. What are the name and address of the engineer who had charge of each of these works?	

QUESTIONS.	ANSWERS :
4°. Were there any special difficulties connected with any of these works which, in your opinion, present an interest of their own for the art of the Engineer?	
5°. Please to give, if possible, an outline plan of the works proposed, together with the principal dimensions, depth of water, etc.	
6°. Please give information about :	
a) Assumed cost of the works;	
b) Ways and means; is the State, or are cities or societies financially interested?	
c) Receipts and tolls?	
7. Is there any annual official publication which gives the amount of the ordinary and extraordinary costs for rivers, construction, improvement or extension of canals and of ports? If so, what is the little of this publication, and where and at what price can it be had?	

.....

(Name of place, and date)

.....

(*Signature*)

Full Address .....

ANNEX 2.

N. B. — Questions proposed by the German Delegation.

PERMANENT INTERNATIONAL ASSOCIATION

OF

CONGRESSES OF NAVIGATION

Country :

A

Questions in regard to the more important works for inland and ocean navigation of which the construction was finally decided on during the year 191 .

QUESTIONS.	ANSWERS
1°. Names and locations of the works.	
2°. Objects sought, together with the principal dimensions of the works.	
3°. Have the proposed works been described in technical reviews? Of so, in which? Have any official publications appeared in regard to the project, and where can they be had?	

QUESTIONS :	ANSWERS.
4°. Please add, if possible, an outline plan of the works proposed, together with their principal dimensions, depths of water, etc.	
5°. What is the estimated cost of the works?	
Who pays the costs?	
How do interested parties enter for any share in the cost of the undertaking?	
What are the anticipated receipts, and what the increase of traffic?	

.....

(Place and date)

.....

(*Signature*)

Full Address .....

Country :

B

Questions relating to the more important works for inland and ocean navigation of which the construction was completed during the year 191 .

QUESTIONS.	ANSWERS.
1°. Names and locations of the works.	
2°. Summary statement of the results obtained, together with the principal dimensions of the works.	
3°. Has any report of the construction of the works under consideration appeared in the technical reviews? If so, in which? Have any official publications been made on these works? If so, what are they and where can they be had?	
4°. Name and address of the director of the works.	
5°. Were there encountred while work was going on, any particular difficulties of special importance for the art of the engineer?	

QUESTIONS :

ANSWERS.

4°. Please add, if possible, ... outline plan of the works pro... sed, together with their princi... dimensions, depths of water ...

5°. What is the estim... of the works? ...

Who pays the costs ...

How do interested ... for any share in t... undertaking? ... with the bid? ... with the sums ...

What are th... ceipts, and wh... traffic? ... any essential changes ... to the original project ... used in making up the ... what were they?

When were the works be-

(Place and date)

Fr...

(Signature)

Full Address ...

ANNEX 3.

Changes in articles 9 and 10 of the By-laws relating to "Temporary Members".

Texte proposed by the German and French Delegations.

New wording of article 9 of the By-laws.—

ART. 9.

1°. The financial year commences on the first day of January.

2°. Subscriptions are payable as follows :

For permanent Membership : at the time of admission, and on the first of January of each year, in advance, to the office of the Executive Committee.

For temporary Membership : at the time of admission, to the office of the Local Organizing Commission.

The expenses for collection are to be borne by the Members.

Private assessments may be made by the Local Committee on members who join in the excursions and entertainments of the Congress.

Only permanent Members and representatives of Governments and corporate bodies who fulfill the conditions laid down in article 10, § d, may, hereafter, take part in the excursions.

However, the Local Committee may allow all the Members, belonging to the country in which the Congress is held, to join in the excursions on payment of a special assessment and provided that there be available places in excess of those required for the members mentioned in Art. 10, § d.

Delegates and Members may take part in the receptions and excursions or not, at their pleasure.

New wording of article 10 of the By-laws.

ART. 10.

Every Member is entitled :

1°. To take part in the Meetings of the Congress.

2°. To receive the publications of the Congress, in any one of the three languages of the Congress which he may select : German, English, or French; the Association is not bound, however, to supply copies for those lost or damaged in transit.

Permanent and Honorary Members are further entitled :

a) To lay before the Permanent Board any questions to be submitted to the Congress : Such questions, accompanied by a concise report giving reasons for the same, must reach the Commission at least one year before the Meeting of the Congress.

b) To vote at the Meetings of the Congress.

c) To receive the publications distributed by the Association at other times than during the sessions of the Congress.

For each 125 francs, equivalent to 5 pounds sterling or 25 dollars, of their annual subsidies the Governments are entitled to receive a set of the publications. This figure is reduced to 100 francs, equivalent to 4 pounds sterling or 20 dollars, for Corporations.

d) *to join in the excursions of the Congress and to profit by any favors of transportation included therein provided that they have been members in their own right during the preceding four years at least.*

Delegates of Governments and of Corporate Bodies which belong to the Association possess the same rights and privileges as do the permanent members who have been such for at least four years.

Governments belonging to the Association and Corporate Bodies which have been members thereof for at least four years may also accredit to the Congress Members who shall enjoy the rights and privileges granted by the present paragraph to their official Delegates, but the total number of Delegates and accredited members from a Government or a Corporate Body must not exceed twice the number of official Delegates allowed by art. 2 of the By-laws.

Relatives (wives and children) of the official Delegates and of the permanent or accredited Members above mentionned, shall enjoy the same rights and privileges after they shall have been enrolled as Members of the Congress, provided that the number of places available, after provision shall been made for the Delegates and the permanent or accredited Members themselves, allow.

Honorary Members enjoy all the rights and privileges granted to the official Delegates of the Governments belonging to the Association.

N. B. The new wording is in Italics.

XIII[th] International Navigation Congress

Programme of work submitted by the Executive committee for the approval of the Permanent International Board.

I[th] Section. — Inland Navigation.

QUESTIONS

1° Improvement of rivers with a view to navigation, to the production of energy, to rafting wood, to drainage and irrigation; results of tests made with models, use of models for the solution of hydrotechnical questions.

2° New types of dams for canalized rivers, especially in regard to their action on floods, regulation of the discharge, utilization of their fall for the productive of energy, the passage of fish, of wood, etc.

3° Economic and technical study and regulation of operating and of mechanical traction of boats on rivers, canals and lakes; dispositions for locks in order to facilitate their manœuvring.

COMMUNICATIONS

1° Reservoir dams. Conditions for location and use. Progress made in their construction.

2° Unification of the statistics of inland navigation. Comparison of the statistics of the various countries.

3° Sources of water supply of rivers, surface waters and subterraneons sheets, conditions under which the movement of the water tahes place in the two cases. Factors which exert an influence on the discharge of the sources of the supply of rivers. Legislation.

TRANSPORTATION LIBRARY

PERMANENT INTERNATIONAL ASSOCIATION

OF

NAVIGATION CONGRESSES

38, RUE DE LOUVAIN, BRUSSELS

Second Supplementary List of Members

OF 1911

(appointed at the date of April 30. 1911)

Permanent International Commission

OF

NAVIGATION CONGRESSES

New representatives :

Messrs.

China : KOUEI PING YOUNG, Secrétaire de la Légation de Chine, à Bruxelles,
succeed to
LIOU SY TCHANG.

Ungary : DE LETAY, Louis, Ingénieur en chef au Ministère Royal Hongrois de l'Agriculture, Budapest.

Uruguay : JOSÉ M. MONTERO Y PAULLIER, Consul Général de l'Uruguay en Espagne, Madrid.

Rectification and change of appellation :

Messrs.

Russia : DE SCHOKALSKY, Général-Major, Chef du Service Météorologique Nautique de la Direction Générale de l'Hydrographie, St-Pétersbourg.

Austria : KUHN, Richard, K. K. Hofrat, Vorstand des Hydrotechnischen Bureaus im K. K. Handelsministerium, Wien. I.

Corporations granting an annual subsidy not less than 100 francs.

Additions :

Bucyrus Company (The) South Milwaukee, Wisc. (U. S. A.).
Philadelphia Bourse, Mr. Emil P. Albrecht, Sec'y. The Bourse, Philadelphia Pa. (U. S. A).

Change of Adress :

Zentral-Verein für deutsche Binnenschiffahrt, 2, Kantstrasse, 140, Charlottenburg (Allemagne).

Corporations granting an annual subsidy less than 100 francs.

Additions :

Bremer Lagerhaus-Gesellschaft, Bremen (Allemagne).
Chambre de Commerce et d'Industrie de Savone, M. Migliardi, G., Président, Savone (Italie).
Library of University of California, Berkley, Cal. (U. S. A.).
Ligue Navale Italienne, Section de Savone, M. Graffigni, L., Président, Savone (Italie).
Societa anonima di Navigazione fluviale, Venise (Italie).
Western Society of Engineers, Mr. J. H. Warder, Sec'y, 1735, Monadnock Block, Chicago, Ill. (U. S. A.).

Change of Adress :

Den Polyteknisk Lœreanstalt, ved Direktor Hageman, Sölvgade, Copenhague (Danemark).
Potsdamer Handelskammer, Klosterstrasse, 41, Berlin C. 2 (Allemagne).

TRANSPORTATION LIBRARY

Membership :

Additions :

Messrs.

Abell, Cyril Otis, Junior Engineer, River and Harbor Improvements, 49, Vernon Street, Taunton, Mass. (U. S. A.).

Affelder, Louis J., Asst. Division contracting Manager American Bridge Co. of New-York, Frick Bldg. Pittsburg Pa. (U. S. A.).

Arakawa, Santaro, Civil Engineer, P. O. Box, 1230, Stanford University, Cal. (U. S. A.).

Balzani, Corrado, Ingénieur du Génie civil, Bologne (Italie).

Bardram, Stadsingeniör, Fredericia, (Danemark).

Benezit, Louis Victor, Ingénieur des Ponts et Chaussées, Dieppe (Seine-Inférieure), France.

Benigno, Benigni, Ingegnere del Comune di Roma, Assistente della Scuola Ingegneri, Via Gioacchino Belli, 96, Rome (Italie).

Biondi, Lodovico, Ingénieur du Génie civil, Ufficio del Genio civile, Gênes (Italie).

Bissell, Clinton Spencer, Civil Engineer, Asst. Engineer Pennsylvania Railroad Company, 60, Worthington Street Winfield Junction, Long Island, N. Y. (U. S. A.).

Bonner, James B., Manager of Sales Carnegie Steel Company, 1514, Pennsylvania Bldg, Philadelphia Pa. (U. S. A.).

Bruger, Max, Kgl. Regierungsbaumeister, Königsbergstrasse, 23, Labiau (Ostpreussen), Allemagne.

Burk, Addison B., Journalist, 307, Real Estate Trust Bldg. Philadelphia, Pa. (U. S. A.).

Bush, William Henry, Merchant, 248, Adams Street, Chicago Ill. (U. S. A.).

Messrs.

Chamberlin, Jas. S., Civil Engineer, 1615, Walnut Street, Philadelphia Pa. (U. S. A.).

Cole, Charles Edward, Supt. Docks Mahonna Co., Member Clev. Eng. Society., Pres. The Cleveland Auto Boat Mfg. Co. 1795. East 90th. Street, Cleveland, Ohio (U. S. A.).

Combaz, Gisbert, Propriétaire, 78, Chaussée de Charleroi, Bruxelles (Belgique).

Cottin, Jean F. R., Ingénieur des Ponts et Chaussées (Service du canal de la Marne au Rhin et voies annexes), Toul (M. et M.) France.

Deakyne, Herbert, Major Corps of Engineers U. S. Army, 815, Witherspoon Bldg., Philadelphia Pa. (U. S. A.).

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Desquiens, Georges, Ingénieur des Ponts et Chaussées, 40, rue de Lille, Ypres (Belgique).

Dickey, Walter S., President Kansas City Missouri River Navigation Cy., 411, Midland Bldg., Kansas City, Mo. (U. S. A.).

Dinneen, Edward J., Contractor, Ogdensburg N. Y. (U. S. A.).

Drechsel, C. F, Kommandör, Havnkaptain, Nyhaven, 43a, Copenhague (Danemark).

Dushane, James Dick, Civil Engineer, U. S. Asst. Engineer, 233, Federal Bldg., St-Paul, Minn. (U. S. A.).

Ely, Ferdinand, Conducteur des Ponts et Chaussées, 122, rue de la Digue, Termonde (Belgique).

Finley, William Henry, Asst. Chief Engineer Chicago and North Western Ry. Co. Batavia. Ill. (U. S. A.).

Messrs.

Frerichs, Charles, Ingénieur civil, 15, rue Gachard, Bruxelles (Belgique).

Fulvio, Raphaël, Ingénieur, Chef de section du Génie civil, Ufficio del Genio civile (Servicio Idrolico), Catanzaro (Italie).

Gaffin, Wm. Ward, Civil Engineer, Division Engineer Chicago and North Western Ry. Co., Fond du Lac, Wisc. (U. S. A.).

Gamble, Francis Clarke, Public Works Engineer D. C., M. Inst. C. E., M. Am. Soc. C. E., M. Can. Soc. C. E., Department of Public Works Parliament Bldg., Victoria B. C. (Canada).

Gassier, Maurice, Ingénieur des Ponts et Chaussées, Hôtel des Services publics, quai de la Joliette, Marseille (France).

Gjellerup, Jul. Buchhändler, Solvgade, 87, Copenhague (Danemark).

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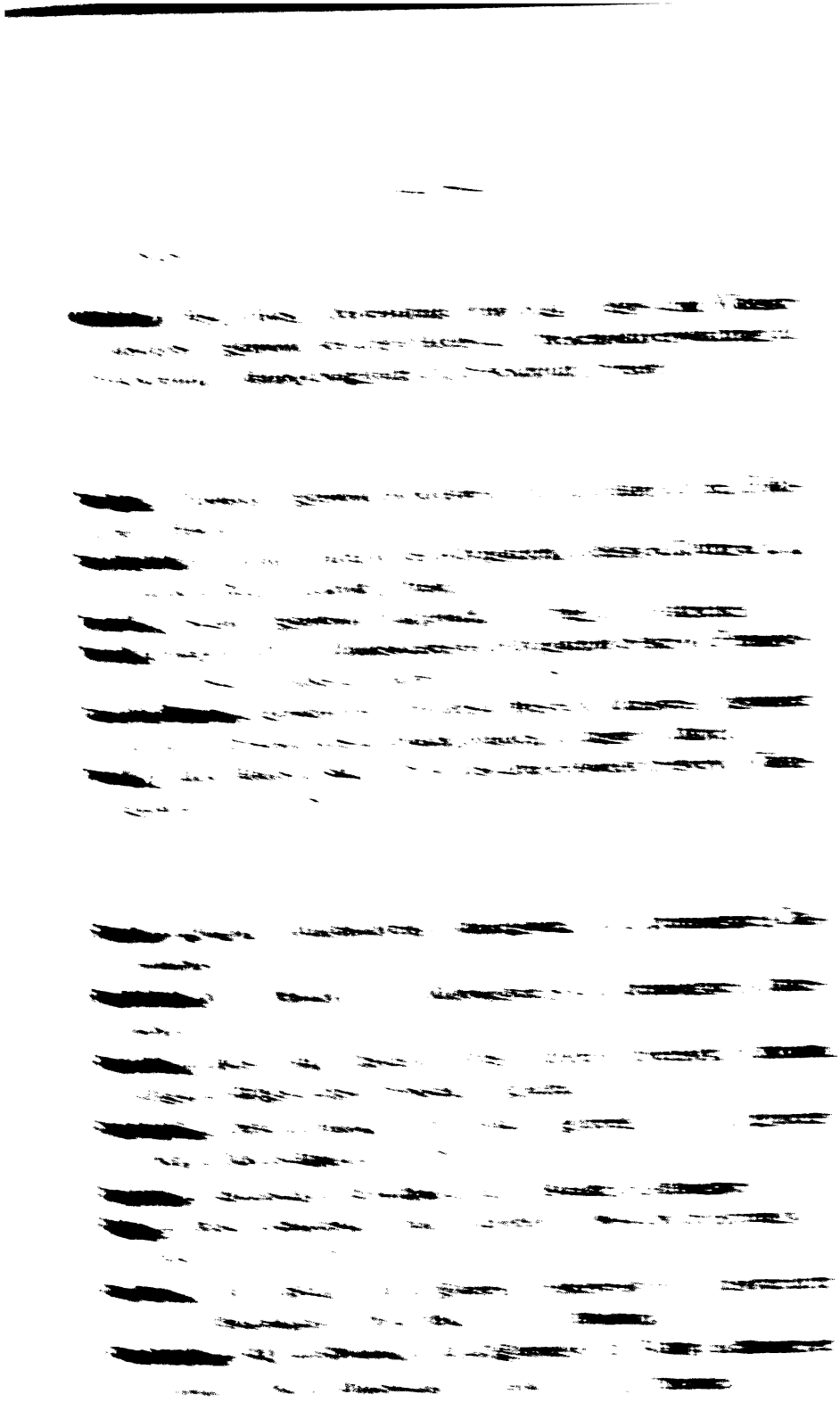
Nichols, Auvin B., Civil Engineer with the Isthmian Canal Commission, Culebra, C. Z. (Panama).



Messrs.

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Rousseau, Harry Harwood, Civil Engineer U. S. Navy, Member of Isthmian Canal Commission, Culebra C. Z. (Panama).

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Stevens, Ivan M., Penticton, British Columbia (Canada).

Stevens, Thos. H. G., P. W. D. Indian Government, C/o Scott & Cy., Bankers, Rangoon, Burma (India).

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Thompson, John Taliaferro, Lieut. Colonel, Ordnance Department U. S. Army, 136 War Department, Washington D. C. (U. S. A.).

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Messrs.

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van Voorst, Vader, Pieter Johannis, Ingénieur adjoint du Waterstaat de l'Etat, 84, Baronie laan, Breda (Pays-Bas).

Vanwert, Jules Julien, Conducteur des Ponts et Chaussées, Arquennes (Belgique).

Verdiokt, C. H., Propriétaire, 64, avenue Brugmann, Bruxelles (Belgique).

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von Wangenheim (Freiherr) W., Referendar, Hohenzollernstrasse 41/3, Cassel (Allemagne).

Warren, Horace P., Civil Engineer, Cristobal, C. Z. (Panama).

Weiss, Carl Williame, Mechanical Engineer, 933 East 12th. Street, Brooklyn, N. Y. (U. S. A.).

Wilson, Joseph R., Counsellor at Law, 606-607 Commonwealth Bldg., Philadelphia Pa. (U. S. A.).

Wright, John Marvin, 2d. Lieutenant Corps of Engineers U. S. Army, 1836 S. Street N. W., Washington D. C. (U. S. A.).

Change of adress and appellation :

Messrs.

Berardi, Cennaro, Ingénieur en chef du Génie civil, Parmes (Italie).

Berkenkamp, P., Kgl. Regierungsbaumeister, Goethestrasse 71, Düsseldorf (Allemagne).

Bertschinger, Dr., Hermann, Ingenieur, Rämistrasse, 5, Zurich (Suisse).

Boissière, Albert, Ingénieur de la Société du Gaz de Paris, 9, boulevard Pereire, Paris (France).

Brandt, Ad., Geheimer Oberbaurat, 80, Wilhelmstrasse, Berlin W. 66 (Allemagne).

Burgdorffer, A. C., Ingénieur en chef, Directeur des Travaux publics de la ville de Rotterdam, Oosterkade 2, Rotterdam (Pays-Bas).

Carpi, Leonardo, Com. Ingénieur, 169 Via Babuino, Rome (Italie).

Castiglioni, Carlo, Ingénieur, 7 Via F. D. Guerrazzi, Milan (Italie).

Chang-Pao-Hsi, Ingénieur civil, 15, avenue des Arts, Gand (Belgique).

Danö, I. K., Ingeniör, Lögstor (Danemark).

de Jongh, G. J., Membre de la Seconde Chambre des Etats Généraux, Ancien Ingénieur en chef, Directeur des Travaux de la ville de Rotterdam, 53b Laan van Meerdervoort, La Haye (Pays-Bas).

de Mello e Mattos, J. M., Ingénieur civil, Campo dos Martyres da Patria, 83/3, Lisbonne (Portugal).

De Winter, François, Ingénieur en chef, Directeur du Service des Travaux maritimes de la ville d'Anvers, 10, rue des Architectes, Anvers (Belgique).

Messrs.

de Zafra, Juan Manuel, Ingénieur, Profess. de Ports et Signaux maritimes à l'Ecole Spéc. des Ing. des Routes, Canaux et Ports, Alcala 83, Madrid (Espagne).

du Croix, W. K., Ingénieur en Chef, Directeur du Ryks Waterstaat, Wilhelminasingel, 72, Maastricht (Pays-Bas).

Durham, Frank R., Consulting Engineer, Ass. M. Inst. C. E., Fairhaven, Salcombe, South Devon (Angleterre).

Dyhr, A. J., Ingeniör i Vandbygningvasenet, Frederikshaven (Danemark).

Fergusson, William, M. Inst. C. E. Consulting Engineer to Wellington Harbour Board, 99 Hill Street, Wellington (New Zealand).

Franz, Hugo, K. K. Ministerialrat im Ministerium für öffenlichen Arbeiten, Porzellangasse 33, Wien IX (Autriche).

Grenier, Louis-Théodore, Ingénieur en Chef Directeur des Ponts et Chaussées, 66, chaussée d'Audenarde, Villa « Onze Rust » Gand (Belgique).

Grieben, Arturo, Ingénieur civil, Rua Giiemes 4267, Buenos-Aires (République Argentine).

Hansen, F., Nordische Dampfschiffs-Gesell. St-Pétersbourg, (Russie).

Hargot, Charles, Ingénieur des Mines et Entrepreneur de Travaux Publics, 302, rue de Renory, Kinkempois-Liége (Belgique).

Heerfordt, F., Havningeniör, Randers (Danemark).

Messrs.

Jaques, Ed. F., Kaufmann, Königstrasse 14/3 Streilt'Hof, Hamburg (Allemagne).

Joly, A., Inspecteur Général des Ponts et Chaussées en retraite 54, rue Jouffroy, Paris (France).

Kemper, Pieter Hendrik, Inspecteur Général en Chef du Waterstaat, 54, Juliana Van Stolberglaan, La Haye (Pays-Bas).

Klehmet, Ernst, Regierungs-Baumeister, Bahnhof 43, Gleiritz (Allemagne).

Kuhn, Richard, K. K. Hofrat, Vorstand des Hydrotechnischen Bureau im K. K. Handelsministerium, Postgasse 10, Wien I (Autriche).

Legay, Léon, Ingénieur en chef des Ponts et Chaussées, 4, Cour de Bercy, Moulins (Allier) France.

Lillelund, C. F., Ingeniör ved Vandbygningsvasenet, Esbjerg (Danemark).

Luneau, Edouard, Inspecteur Général des Ponts et Chaussées, 3, rue de Savoie, Versailles (France).

Mallet, P. A., Ingénieur des Arts et Manufactures, Membre de la Chambre de Commerce de Paris, 10, rue de Milan, Paris (France).

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Meuter, J. W. Ingenieur van Ryks Waterstaat, Zaadmarkt 86 a, Zutphen (Pays-Bas).

Munch-Petersen, Ingeniör ved Vandbygningsvasenet, Henrik Steffens Vej 5/4, Copenhague (Danemark).

Messrs.

Nelemans, J., Ancien Ingénieur en chef du Waterstaat, Professeur à l'Université technique de Delft, Delft (Pays-Bas).

Nobel, C., Conseiller pour la Direction des Ports aux Indes Néerlandaises, Directeur des Travaux Publics du port de Soerabaya, Soerabaya (Indes Néerlandaises).

Paratore, Dr., Joseph, Député au Parlement, Adm. dél. des Soc. La Fluviale Romana, La Fluviale Venete, Président du Syndicato Maritime Italiano et de la Mutua Nationale Maritima, 9 Via Merceda, Rome (Italie).

Parodi, Edmundo Alberdi, Ingénieur, Rivadavia 620, Buenos-Aires (Rep. Argentine).

Politini, Domenico, Ingénieur du Génie civil, Syracuse (Italie).

Ramaer, J. C., Ingénieur en Chef du Waterstaat, Middelbourg (Pays-Bas).

Rebuelto, Antonio, Ingénieur civil, Rua General Urquiza, 472 Buenos-Aires (Rep. Argentine).

Reverdy, R., K. Ministerialdirektor, Theatinerstrasse 21/2 München (Allemagne).

Riblère, Ch., Inspecteur Général des Ponts et Chaussées, Directeur des Phares et Balises, 43, avenue du Trocadéro, Paris XVI^{e} (France).

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Sandberg, Jonkheer, F. E. P., Ingénieur du Waterstaat, Gorinchem (Pays-Bas).

Messrs.

Strachnow, Hugo, Behördl. Autorisirter Bauingenieur, Oberingenieur der Donauregulierung-Unternehmung, Albertgasse, 54. Wien VIII (Autriche).

Tillinger, Thadée, Ingénieur des Voies de Communication, Kamenskaia Stanitza (Gouv. du Don) Russie.

Uyttenhoeven, Louis Eliza, Conseiller au Ministère des Finances, Emma Parc Theresiastraat 27, La Haye (Pays-Bas).

van Heyst, D. A., Ingénieur du Waterstaat de l'Etat, Badhuisweg, Scheveningue près La Haye (Pays-Bas).

Van Loon, Ingénieur du Waterstaat, 30 Jan Heinstraat, Bois-le-Duc (Pays-Bas).

van Nes van Meerkerk, Ingénieur en Chef Directeur du Waterstaat, Ballestraat 99, La Haye (Pays-Bas).

Walford, G. P., 12 Great St. Helens, London E. C. (Angleterre).

Wanger, Irving P., Lawyer, Ex-Representative in Congress, Member National Waterways Commission, Norristown Pa. (U. S. A.).

Weyrauch, Dr. Ing. R. Professor des Wasserbaues a. d. Kgl. Technische Hochschule zu Stuttgart, Hauptmannnsreute 40, Stuttgart (Allemagne).

Wierdsma, J. V., Directeur Président de la Compagnie Hollando-Américaine de Navigation à vapeur, 10 Parkstraat, Rotterdam (Pays-Bas).

Messrs.

Wilson, J. W., M. Inst. C. E., M. I. Mech. E., Past President Society of Engineers, Principal Engineering School, Crystal Palace, London S. E. (Angleterre).

Wong Shu Chi, Ingénieur civil, 15, avenue des Arts, Gand (Belgique).

Wouter Cool, Directeur adjoint des Travaux publics de la ville de Rotterdam, 2 Haringvliet, Rotterdam (Pays-Bas).

Zanen, F., Ingénieur en chef Directeur des Ponts et Chaussées, 55, rue Lozane, Anvers (Belgique).

Zone, J., Ingénieur honoraire des Ponts et Chaussées, Ingénieur en chef Directeur de la Soc. du Canal et des Installations maritimes de Bruxelles, 108, rue Froissart, Bruxelles (Belgique).

Zuschlag, E., Justitsraad Ingeniör, Cart Adelersgade 5/2, Copenhague (Danemark).

IIᵈ Section. — Ocean Navigation.

QUESTIONS.

1° Mechanical plant of ports. Mechanical handling of freight. Loading, unloading, carriage between ships and the various points of deposit, whether covered or not with sheds.

2° Movable bridges. Technical and economic studies.

3° Construction of sea-coast lights, foundations, towers, illuminating apparatus; progress made and new principles.

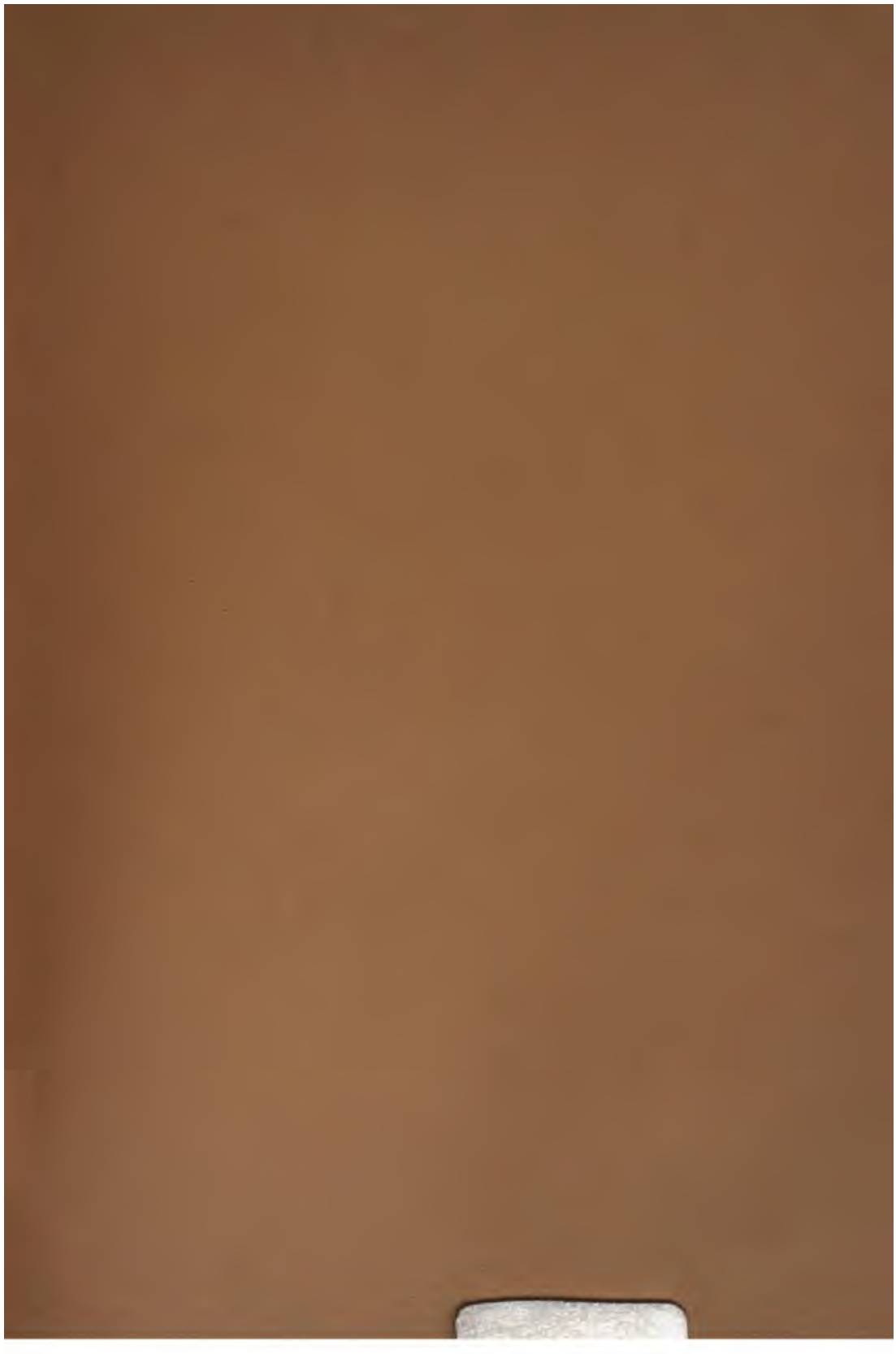
COMMUNICATIONS

1° Concrete and reinforced concrete. Their application to hydraulic works; means to insure their preservation.

2° Use of liquid fuel in navigation.

3° Fishing ports and harbors of refuge.

N. B. It is understood that "Reinforced Concrete" will appear as a "Question" on the programme of the XIVth Congress.



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PERMANENT INTERNATIONAL ASSOCIATION
OF
CONGRESSES OF NAVIGATION

PERMANENT INTERNATIONAL BOARD

Meeting held at Brussels

on May 28, 1914

MINUTES OF THE MEETING

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PERMANENT INTERNATIONAL BOARD

OF THE

CONGRESSES OF NAVIGATION

Meeting held at Brussels on May 28, 1914

MINUTES OF THE MEETING

The annual meeting of the *Permanent International Board of the Congresses of Navigation*, Mr. HELLEPUTTE, Minister of Agriculture and of Public Works, President of the Association, in the chair, was held at the Palace of the Academies in Brussels on May 28.

The meeting was called to order at 10 o'clock A. M.

Present :

EXECUTIVE COMMITTEE

Messrs. G. HELLEPUTTE, Honorary Engineer of the Ponts et Chaussées, Minister of Agriculture and of Public Works, Minister of State, at Brussels;

A. DUFOURNY, Inspector General of the Ponts et Chaussées, Director General of Hydraulic Highways, Brussels;

J. RICHALD, Principal Engineer of the Ponts et Chaussées, Professor at the University of Ghent, Brussels.

ALGERIA:

Mr. VIELLE, Chief Engineer of the Ponts et Chaussées, Technical Assistant in the Direction of Public Works of the Government of Algeria.

GERMANY:

Baron von COELS von der BRÜGGHEN, Unterstaatssekretär im Ministerium der öffentlichen Arbeiten, Berlin;

Dr. Leo SYMPHER, Geheimer Oberbaurat, Vortragender Rat im Ministerium der öffentlichen Arbeiten, Berlin.

Messrs. J. F. BUBENDEY, Wasserbaudirector der freien und Hansestadt Hamburg, Geheimer Baurat, Hamburg.

DE THIERRY, Geheimer Baurat, Professor in the Technical College of Berlin, Member of the Consulting Committee of the Suez Maritime Canal, Berlin;

ENGELS, Geheimer Hofrat, Professor, Dresden.

BELGIUM:

Messrs. J. F. VANDERLINDEN, Inspector General of the Ponts et Chaussées, Administrative Inspector of the University of Ghent;

L. VAN GANSBERGHE, Inspector General of the Ponts et Chaussées, Brussels;

LAGASSE DE LOCHT, Honorary Director General of the Ponts et Chaussées, Brussels;

PIERROT, Honorary Inspector General of the Ponts et Chaussées, Honorary Director General of Hydraulic Highways, Brussels;

A. GOBERT, Honorary Engineer of Mines, formerly President of the Commission of Organisation of the first Congress of Navigation, Brussels;

A. LAMBIN, Chief Engineer, Director of the Ponts et Chaussées, Chief of the Office of the Minister of Agriculture and of Public Works, Brussels.

BRAZIL:

Mr. DE SILVEIRA BULCAO, Consul General of Brazil, Brussels.

FRANCE:

Messrs. A. CHARGUERAUD, Inspector General of the Ponts et Chaussées, Councillor of State, Director of Roads and Navigation, Paris;

GUERARD, Inspector General of the Ponts et Chaussées, Paris;

JUNCKER. Inspector General, retired, of the Ponts et Chaussées; Paris;

CRAHAY DE FRANCHIMONT, Inspector General of the Ponts et Chaussées, Member of the Consulting Committee of the Suez Canal, Paris;

DE JOLY, Chief Engineer of the Ponts et Chaussées, Professor at the National School of the Ponts et Chaussées, Paris;

DABAT, Director General of Waters and Forests, Councillor of State, Paris;
JOUANNY, Member of the Chamber of Commerce of Paris;
FOUGEROLLE, Ex-President of the Professional Syndicate of Contractors for Public Works, Paris.

GREAT BRITAIN

Sir CECIL HERTSLET, Consul General of His Britannic Majesty in Belgium, Antwerp.

HUNGARY:

Mr. DE LETAY, Chief Engineer of the Royal Hungarian Ministry of Agriculture, Budapest.

ITALY:

Mr. SANJUST DI TEULADA, Senior Inspector of Civil Engineering, Deputy to the Parliament, Rome.

JAPAN:

Commander Sumitaro MARUYAMA, Naval Attaché of Japan in France, Paris.

MONACO:

Mr. BATARD-RAZELIÈRE, Chief Engineer of the Ponts et Chaussées, Chief Engineer of the works at the port of Monaco, Marseille.

NORWAY:

Mr. KRISTENSEN, Vasdragsdirektor, Kristiania.

NETHERLANDS:

Mr. VAN DER SLEYDEN, Ex-Minister of the Waterstaat, of Commerce and Industry, The Hague.

RUSSIA:

Professor V. E. DE TIMONOFF, Engineer, Privy Councillor, Director of Statistics and Cartography at the Imperial Russian Ministry of lines of communication, etc. Saint-Petersburg;

Lieutenant General DE SCHOKALSKY, Honorary Assistant of the Central Administration of Hydrography, Vice-President of the Imperial Russian Geographical Society, Saint-Petersburg;
Captain-Lieutenant ALTFATER, of the Imperial Navy, Saint-Petersburg.

SWEDEN:

Colonel HANSEN, Corps of Bridges and Roads, President of the Royal Administration of hydraulic motive Powers, Secretary General of the XIIIth International Congress of Navigation, Stockholm.

SWITZERLAND:

Mr. DE MORLOT, Federal Chief Inspector of Public Works of the Swiss Confederacy, Berne.

UNIVERSAL COMPANY OF THE SUEZ MARITIME CANAL:

Mr. QUELLENNEC, Chief Engineer of the Ponts et Chaussées, Consulting Engineer of the Universal Canal Company.

ORDER OF BUSINESS

1° Report of the Executive Committee;

2° Report of the Auditing Committee;

3° Change in the By-laws (temporary Members);

4° XIIIth Congress (Stockholm 1915);

a) General reporters and reporters;

b) Determination of the date of opening of the Congress;

c) Information furnished by the *local Committee on Organisation* in regard to the different points of Article 7 of the By-laws: Committees on patronage, administration, reception, excursions, etc. Rooms and halls for the Congress, lodgings for the members at Stockholm, etc.

d) Proposed excursions; reductions of rates by sea and by rail, best route to follow to reach Stockholm, starting from a given town where the members might meet with a view to travelling together;

e) Meeting of the Permanent Board at Stockholm before the Congress (date);

5° *XIVth Congress.* — Place where to be held;

6° Sundry communications.

THE PRESIDENT called the meeting to order in terms as follows:

Gentlemen.

I have the honor and the pleasure, in the name of your Executive Committee, to wish you a cordial welcome and to thank you heartily for having been so kind as to take part in this meeting. This latter is important, because our XIIIth Congress is to be held next year at Stockholm and we must also consider where the Congress following is to be convened.

I desire also to welcome two new colleagues here present :

Mr. VIELLE, delegate from Algeria, and
Mr. JOUANNY, a new delegate from France.

Several Members of the Board, whom various reasons have prevented from being present, have asked the Executive Committee to present the apologies to you. They are :

Messrs. von Doemming, von Krause, von Schuh, Flaisch, Heineken and Lutjohann, delegates from Germany;

Messrs. Russ, Kautzky and Matteusche, delegates from Austria;

Mr. de Kvassay, delegate from Hungary, who has sent a supernumerary member, Mr. de Letay, to represent him;

Messrs. Mailliet and Troost, delegates from Belgium;

Mr. de Souza Bandeira, delegate from Brazil;

Mr. Munoz-Hurtado, delegate from Chili;

Mr. Westergard, delegate from Denmark;

Messrs. Garcia Arenal and Brockmann, delegates from Spain;

Messrs. Bixby, Hodges, Corthell, Bogart, Sanford and Hampton Moore, delegates from the United States;

Messrs. Barlatier de Mas, Pavie and Reumaux, delegates from France;

Sir Arthur Yorke, delegate from England;

Mr. Typaldo-Bassia, delegate from Greece;

Messrs. Torri and Rota, delegates from Italy;

Mr. Deking Dura, delegate from the Netherlands;

Prince Schahovskoi, Messrs. de Hoerschelmann, Maximovitch and Florine, delegates from Russia;

Mr. du Plessis de Richelieu, delegate from Siam, and
Mr. Montero y Paullier, delegate from Uruguay.

Messrs. de Hoerschelmann and Maximovitch ask me by telegraph to present their compliments to the Board and Mr. von Doemming, also by telegraph, expresses his regrets as not being able to be present at the meeting and sends his wishes for the success of our works.

Our colleagues of the United States, unable to have any representative at our meeting, came together in New York and considered certain points of our Order of Business. The Executive Committee will bring to your notice, when these points come up for discussion, the views set forth by the members of the official Section of the United States.

Gentlemen, *the first item of the order of business* for our meeting relates to the *Report of the Executive Committee on the general state of the Association;* I shall ask Mr. RICHALD, our Secretary General, to read and shall request you to make such observations as this report may suggest to you.

Mr. RICHALD, read the report and, while doing so, called attention to the fact that the list of reporters for the XIIIth Congress, as given in the report, had been somewhat changed. The changes are mentioned at the end of the present minutes (see appendix I). Mr. Richald thought also that he should inform the meeting of the following letter which he had received, after the report was printed, from Sir Cecil Hertslet, Representative of the Government of His Britannic Majesty on the Board, and which is of great interest for the Association.

Antwerp, May 9, 1914.

Mr. Secretary General and dear Colleague,

Referring to your letter of November 20 last, in regard to the British Possessions becoming members of the Association of Congresses of Navigation, I have the honour to inform you that my Government has just let me know that it has received the following replies to the various communications sent out.

The Government of *Newfoundland* does not wish to join the Association formally as to be represented at the Congress of Stockholm, but it is

ready to cooperate in every possible way and would be glad to receive the publications of the Association.

The Government of the *Commonwealth of Australia* wishes to join the Association from July 1 next and to give an annual grant of one thousand francs. The amount of this grant will be sent later directly to the main office of the Association at Brussels.

The wishes of the other Governments consulted have not yet been communicated to the Board of Trade.

Faithfully yours,

(Signed) Cecil HERTSLET.
Consul General of H. B. M. in Belgium.

(The meeting greeted this good news with applause.)

Mr. DUFOURNY announced that the idea in favor of which he had spoken so highly a year ago, that of drawing up International Regulations for inland navigation, to include general uniform instructions, had moved a step forward. He entered into relations with Mr. Charguéraud in connection with the matter and now possesses, in addition to the German and Dutch regulations, the new ones of France; this document was sent to the *President of the Federation of Boatmen of Belgium*, who has been requested to take the matter up with the *Presidents of the German, French and Dutch Federations of Boatmen*, in order to determine the points on which it would be well to have common clauses for the navigable highways connecting our four countries. An agreement along these lines would mark a first step toward reaching an *International Code for inland Navigation.*

Mr. Dufourny has also collected in Belgium and in the Netherlands some very interesting information in regard to *river mortgages (hypothèque fluviale).* Here too it is evidently not possible to realize the desired unity in a day. It is enough, however, that the truth should be moving forward and it is to be hoped that the Association will reach in this matter the end sought.

Turning to another subject, Mr. Dufourny also mentions that, according to information received from the delegates of the United-States, *Brasil* is said to hold the intention of inviting the Association to meet, for the XIVth Congres, at *Rio-de-Janeiro* where we have a most devoted official representative : Mr. SOUZA-BANDEIRA. The American section also called to mind

in conformity with what had been said at the time of the excursion to Canada after the Congress of Philadelphia, the Canadian members proposed in their turn, after the fashion of their colleagues of the United States, to have the Association invited officially to hold a Congress in their country. Our colleagues of the United States think that the first of these invitations will be sent to us from Brazil of which the Government has already shown itself to be in favor of this idea. So the choise of the seat of the XIVth Congress will come up, in their opinion, in the following order : 1° *Brazil*, 2° *Canada*.

Mr. GUERARD. — When is it proposed to hold this Congress?

THE PRESIDENT. — This question will be considered *in the fifth item of our order of business.*

MR. RICHALD. — Colonel Sanford, always so faithful at our annual meetings, could not come this year, much to his regret, to take part in our works. Messrs. Juncker and de Thierry have been so kind as to go on without his assistance and to audit the accounts of the Association in the name of the Board. Mr. Juncker proposes to read the report which he has prepared in conjunction with Mr. de Thierry.

Mr. JUNCKER. —

REPORT OF THE AUDITING COMMITTEE FOR THE YEAR 1913.

Brussels, May 27, 1914.

The undersigned, directed by the Permanent Board to audit the accounts of the Association, met at Brussels, for that purpose, on May 27, 1914.

Colonel SANFORD, detained in the United States by professional duties, sent in his excuses for being unable to join them in this audit. Consequently, the two undersigned went on with the work by themselves, in the presence of Mr. RICHALD, Secretary General, and of his two assistants, Messrs. VIVANE and MERTENS.

They examined the tables on page 23 of the Report of the Executive Committee which give the balance sheet of the Association on December 31, 1913, and the account of profit and loss during 1913.

The account-books and all vouchers were submitted to the auditing Committee.

The undersigned picked out here and there a large number of items of expenditures and verified these expenditures by means of the bills and receipts belonging theret. They note, as in preceding years, the irreproachable order in which these documents are kept and classified and their exact agreement with the accounts of the Association.

They also checked the sums received from States, Corporate bodies and permanent Members.

The savings-back accounts were checked by means of the official pass book, and those of the Société Générale, by means of the extract from the account-current.

The undersigned finally counted the cash on hand on the date of today.

These various examinations led them to acknowledge the exactness of the financial situation as given by the Executive Committee.

The examination of the balance sheet of December 31, 1913, calls forth the following observation on their part.

The assets of the Association include mainly:

1° 3 % bonds of the State of Belgium and 4 % Treasury notes having a total value of 250,900 francs;

2° On deposit with the *Caisse d'épargne*. . . . . fr. 105,161.26
and with the *Société Générale* 58,117.48

In all fr. 163,278.74

This last figure shows what the Association has available at the present time. But it should be noticed that the interest on the deposits is only 2 % at the *Caisse d'épargne*, and 2 1/2 % at the *Société Générale* for ordinary running accounts and 3 % for accounts subject to notice.

The undersigned consider that it would be well, for a part at least of the available funds, to find a more remunerative investment.

They do not now renew the proposition made by them in 1913 to buy 4 % Treasury notes as these securities are now a little above par.

They second the proposition, suggested to them by the Secretary General, rather to buy 3 % bonds of the *Société Nationale des Chemins de fer vicinaux* (Nationale local railways Society), bonds guaranteed in Belgium by the State, provinces and communes, of which the quotations are now only 76 to 77. The return from these bonds is almost 4 %, and they bring in a heavy premium when redeemed, this redemption being by lot at stated periods.

The opinion of the undersigned would be, while keeping on hand a sufficient amount to meet the cost of the Congress of Stockholm, to purchase the afore-mentioned bonds for a nominal value of 100,000 francs which would give a profitable investment of 76,000 to 77,000 francs.

The Profit and Loss Account for 1913 gives rise to the following few remarks:

The expenditures for « Sundry printing, etc. » amounting to fr. 4,560.98, include a sum of fr. 74.25 for furnishing a general plan of the coast of Belgium for which a foreign member of the Association had asked at the office of the Secretary General. Although the amount involved in this case is very small, the undersigned consider that it forms a precedent which, if often repeated, might lead the Association to excessive expenditures which do not arise from its obligations.

This time the object asked for was a general plan of the coast of Belgium; at another, it might be maps of navigable rivers or plans of ports in such or such a country. The undersigned believe that, by proposing to lay down the rule that such requests shall not be granted save in very exceptional cases, a useful measure of protection against future demands of these nature will be given to the Secretary General.

The expenditure for « Personnel, translations and copying » show in 1913 quite a marked increase over the preceding year (9,985.65 as against 8,291.24); this arises mainly from increases of pay allowed to several of the Secretary General's assistants; the undersigned consider these increases as fully justified by the services rendered.

The increase is large for the item Articles published at the cost of the Association (fr. 24,290.14 as against 4,204.85)). The object of the great expenditures under this head in 1913 was publications already approved by the Permanent Board, notably: « Programme of the labors, resolutions and conclusions of twelve International Congresses of Navigation », the work of Mr. Van Konynenburg on « Shipbuilding », the Catalogue: « Rivers, Canals and Ports », etc.

The balance of the costs of the Congress of Philadelphia was fr.23,775.65. The undersigned would remark in this connection that, in their report of year ago, they announced a total probable cost for this Congress of about 150,000 francs and that the actual total cost was, according to the last report of the Executive Committee, fr. 149,848.31.

The estimate of receipts for 1914 allows us to anticipate for this year a satisfactory collection of grants and dues.

The grants from States have been paid up in full except that of Indo China, amounting to 250 francs, which was discontinued in 1912. But it must be remarked that the cessation of this grant was announced in a letter from the Gouvernor General of Indo-China dated March 4, 1912, and that the efforts made since then to have this regrettable decision revoked seem to have been of no avail.

Hence it would seem proper to strike off India-China from the list on which this State appears under No. 35.

This suppression, added to those of the Republic of Ecuador and of Peru, brings up to three the number of the participating States which have withdrawn.

Among the cities and corporate bodies, there are lacking but one subscription of 100 francs for 1913, and 9 subscriptions of 10 francs, in all 190 francs.

Among the permanent members, the number of those behind hand at the end of 1913 was 107 (of whom 39 belong to the United States). This represents a deficit of 1,070 francs.

In spite of the few who have given out, the financial situation of the Association still remains very satisfactory. As in past years, the undersigned can only express their appreciation of the perfect keeping of the accounts.

They recommend the approval of the accounts for 1913, offering for what it is worth the observation, which they deemed it a duty to present, in connection with one of the items of expenditures for «Sundry printing, etc.»

In anticipation of the meeting of the next Congress of Navigation at Stockholm in 1915, the undersigned propose that it be decided to have the accounts of the Association audited at Brussels, as is done every year, before the opening of the Congress. This was done in 1912 before the departure for Philadelphia. This measure is justified by the evident inconveniences caused by moving the books and vouchers of the Association from one place to another. If the matter be decided in this way, the undersigned, will hold themselves at the disposal of the Permanent Board to audit the accounts at Brussels a few weeks before the opening of the XIIIth Congress.

(Signed) JUNCKER,
(Signed) DE THIERRY,
Members of the Auditing Committee.

Mr. DE TIMONOFF. — I agree fully with the observations just made by the Auditing Committee, but I should like, however, to offer a remark as to the *investment of our capital*. I am well aware that, in accordance with the By-laws of the Association, this capital has to be invested in Belgian securities; but our Association is international and it seems to me that the means might be studied to set this rule aside in order to purchase foreign government bonds, — and there are excellent ones to be had — with a view of reaching a more renumerative investment. This question, evidently, cannot be settled at once, but I should like to have a note of it made so that it can be examined at a future meeting.

I have also another observation to present, as a matter of form.

In the table on page 25 of the Report of the Executive Committee, giving the countries which make a grant of funds to the Association, there are found among the participating States the *European Commission of the Danube* and the *Universal Company of the Suez maritime Canal*, which cannot be considerad as such. This mistake has been repeated since the foundation of our Association and I have

thought it my duty to mention the fact as my attention has been called to this point. The two Institutions in question should be placed in the list of *corporate bodies*, but not among the *States*.

Mr. DUFOURNY. — The question of the *investment of funds* was under consideration at the beginning and, the offices of the Association being at Brussels, it was thought best then to invest our funds in Belgian securities, not only because it was known how safe they are, but also because we are better able to buy and sell on the ground. If a fall in value has occurred, the same has happened elsewhere. I believe that the same question was raised at the meeting of the Board of the Congress of the Road, held at Paris, and it was admitted there that the French Executive Committee was doing well to invest its funds in Government bonds or in securities guaranteed by the French State.

Mr. DE TIMONOFF. — The question was left for further study.

Mr. DUFOURNY. — As to the observation in regard to the "*European Commission of the Danube*" and to the "*Suez Maritime Canal*", I must confess that our Association has not always been so haughty as it is now; we knew a period when we were not very rich and if we have obtained the assistance of these two great Institutions, it was just because we promised them to place their names among the participating States. It seems to me that this condition of affairs should stand, and all the more so since no one has been wronged and since there is almost an acquired right. Must *ex post facto* effects reign among us?

THE PRESIDENT. — Let us take up again the propositions made by the Auditing Committee:

First of all, that of the *purchase of bonds of local railways*. Has no member any remark to make?.... The proposition is adopted.

The observation of Messrs. Juncker and de Thierry in the matter of the *cost of printing* seems to me sound. It is evident that if the members of our Association were allowed to call upon the Executive Committee for plans or documents other than those sent out by the Association, we might be led into making unexpected and large outlays and I thank the Committee for having been so kind as to protect us against this unwholesome tendency.

Does no one wish to speak?.....

So, these two points are settled. *The Report of the Auditing Committee is adopted.*

Mr. de Timonoff's proposition in regard *to the investment of funds* is before us.

As we have a Committee which is so kind as to take charge of auditing the accounts, it might, I think, examine whether, at some given moment, it might not be well to invest certains parts of our funds elsewhere than in Belgian securities. The proposition could be made by the Committee, if needs be, and the decision would be reached through full knowledge of the facts. This would seem to be the best solution.

Mr. DE TIMONOFF states that he agrees with the President.

THE PRESIDENT. — So far as the title to be given to the two Institutions named by Mr. de Timonoff is concerned, he might be satisfied by placing a stroke at the end of the list of States and by inserting thereafter, but under the same heading, the names of the two institutions in question. Such a distinction would prevent their being confounded with the mass of the other corporate bodies.

Mr. QUELLENNEC. — I have the honor of representing here the "Universal Company of the Suez Canal" and I understand very well that it cannot be considered in any way as a State. The European Commission of the Danube and the Company of the Suez Canal represent, however, important bodies of a wholly special character. The desire was to keep for us a place apart just on account of this very character and we are very happy at having obtained this advantage. All the same, Mr. de Timonoff's remark is eminently just and so far as I am concerned, I agree perfectly with that which has been proposed by the President and which will be satisfactory to us.

(The proposition of the President was accepted by the meeting.)

Mr. RICHALD read the budget proposed for 1914 on page 26 of the Report of the Executive Committee.

(The budget as proposed was adopted without remark.)

The PRESIDENT. — We come now to the *third point* of our order of business. It relates to a change of our By-laws in the matter of " *temporary members* ". This question had already been examined last year, but no decision was reached. Since then, the Executive Committee had received from Colonel HANSEN, Mr. de TIMONOFF and the delegation from the United States, proposals for changes in the texts which had been presented in 1913 by the French and German delegations. These texts and the new propositions are contained in the series of papers issued to the members of the Board. Mr. DUFOURNY will please inform us about the considerations put forth in this matter by the American delegation which is not represented at this meeting.

Mr. DUFOURNY. — The American delegation discussed the question of *temporary members* at the meeting which it held at New York. In its opinion, the change of paragraph 2, d) of article 10 of the By-laws might do in the United States, a great deal of harm to our Association by reason of the fact that a large number of members and the majority of the *life members* in that country would be kept out of the excursions of the XIIIth Congress and would receive no benefit from the transportation facilities granted to the other members of the Congress. In 1911, the United-States was represented in the Association by :

3 corporate bodies paying 100 francs;
10 corporate bodies paying 10 francs;
3 life members, and
219 ordinary members.

Leaving out those who have not paid their dues for 1913, we have in that country at the present time :

13 corporate bodies paying 100 francs;
18 corporate bodies paying 10 francs;
22 life members, and
323 ordinary members.

Now, many American members only joined the Association a short time before the opening of the XIIth Congress, that is to say : after January 1912 and many of the new members, among whom are most of the " life members ", did not join until after the Congress.

On the other hand, the American delegation intends, after the meeting of our Board, to try to increase the number of " life members " from the United States and there is no doubt that it would succeed in increasing largely their number if it could urge advantageous conditions. But it is to be feared that its efforts would meet with no success if it were obliged to announce to the expected " life members " that they will be excluded from taking part in the excursions of the Congress of Stockholm.

Consequently, the Section of the United States proposes to complete article 10 of the By-laws by means of paragraph d) worded as follows :

d) To join in the excursions of the Congress and to profit by any favors of transportation included therein provided that they were permanent members in their own right at the preceding Congress and have continued so since.

Delegates of Governments and all Corporate Bodies which belong to the Association and *all Life Members* have the same rights and privileges as do those members who were permanent members at the preceding Congress and have continued so since.

Governments belonging to the Association and Corporate Bodies which have been members there of for at least four years may also accredit to the Congress Members who shall enjoy the rights and privileges granted by the present paragraph to their official Delegates,but the total number of Delegates and accredited members from a Government or a Corporate Body must not exceed twice the number of official Delegates allowed by Art. 2 of the By-laws.

Relatives (wives and children) of the official Delegates and of the permanent or accredited Members above mentioned, also secretaries, helpers and other necessary companions, shall enjoy the same rights and privileges after they shall have been enrolled as Members of the Congress, so far as the Local Committee may find practicable.

Honorary Members enjoy all the rights and privileges granted to the official Delegates of the Governments belonging to the Association.

THE PRESIDENT. — We have, therefore, four propositions before us : that of 1913, that of the American delegation, and those of Colonel Hansen and Professor de Timonoff.

Mr. Charguéraud has the floor.

Mr. CHARGUÉRAUD. — I should like to recall the conditions which led to our studying this question which was brought up for

the first time in 1909 by our colleague, Mr. Victor Russ, delegate from Austria.

Mr Russ had proposed to give less importance to *fêtes* and receptions at our future Congresses and *to admit no more temporary members.* Our Colleague wished therefore to exclude temporary members; his idea being that they came to our Congresses merely for amusement, without considering either the useful or the technical side, and he regarded this tendency as something which might work harm to our Association.

After having examined the question, we of the French delegation thought that there might be a means whereby to satisfy every one by adopting a less imperative and less harsh wording than that which Mr de Timonoff had prepared and which was laid before us. We thought that the steps to be taken to prevent the excursions which follow after our Congresses from being invaded by members for the nonce, *were a matter especially for action by the local Committees of organisation* and that it was for them a question of propriety and judgment to reserve on these excursions such a number of places that *persons from abroad should always be provided for:* There are things which it is difficult to specify in the By-laws and full liberty of action should be left to the initiative of the local committees. It seems too us equally indispensable to leave in their hands the intitiative in the festivities to be prepared.

As to the invading members, called in America *"undesirables"*, a solution can be reached by making no further distinction between *temporary* and *permanent* members, and all the more is this the case since the present distinction is by no means clear; a temporary member being permanent so long as he pays his dues and a permanent member being able to withdraw when he sees fit.

Article 5 of our By-laws (page 3, edition of 1911) says: " *The Permanent Council decides upon the admission of permanent members* ". The word " *permanent* " might be suppressed and no further distinction made but reserving, however, the question of dues. Article 2, page 2 would, consequently, be changed by simply saying that " *the Association is composed of members* " and that it *is* " *the Permanent Council which decides on their admission* ".

It might also be required as in many other bodies " *that, in order to be received, a candidate must be presented by two sponsors who are members of the Association.*

It has been thought that the rush might be avoided by raising the dues; I, for my part, do not think that persons who come to our Congresses merely for amusement would hesitate to pay 40 francs any more than to pay 30 or 20 francs, provided that they find by so doing the benefits which the Congresses offer to them. And again, the door would be closed in this way against young Engineers desiring to take part in our Congresses. We would run contrary to the object which we pursue. We should eliminate " desirable " people and retain, all the same, the " undesirables ". I am not opposed to making a change in our By-laws, but I consider that we should go very slowly.

BARON VON COELS VON DER BRÜGGHEN gives, in his turn, his opinion on the question submitted to the examination of the Board. He admits that the rather radical wording proposed in 1913 suits the French, and German delegations; this is not the case with other countries, such, notably, as America, and he states that on the whole his views coïncide with those just expressed by Mr. Charguéraud. We should, above all, said Baron von Coels von der Brügghen, *draw the attention of the local organizations to the technical and serious character of our Congresses;* the wording of our By-laws matters little provided that the spirit of our Association be well understood.

Mr. DE TIMONOFF. — I take the liberty of reminding the members of the Board that when we drew up our first By-laws, we created temporary members and permanent members; since then a step forward has been made by creating members who might be called " *superpermanents* " as there are now " *members for life* ". This is an additional reason for doing away with temporary members. I approve, therefore the solution proposed by Mr. Charguéraud which is simple and which will lead to the same results as the one proposed last year and without the latter's disadvantages.

Allow me also to rectify a small mistake. The preparation of one text was attributed to me a while ago; now, this emanated unanimously from the Russian members of the Permanent Board. I should like to add that, if the wording proposed last year were good for France, it might not suit all the other countries. Hence it would be enough to say that the Association includes members, giving the conditions to be fulfilled to be admitted.

Colonel HANSEN. — I must say that I have made no proposition. The copy of the letter which appears among the papers laid before the members of the Board is only a reply to a letter from our Secretary General. I pointed out in this letter the difficulty of finding an imperative wording to suit every one.

I agree therefore with pleasure to that which Mr. Charguéraud proposes and which seems to me to be very practical.

The PRESIDENT. — *So the title of " temporary " member would disappear from our By-laws. The word " permanent " would be suppressed also at Article 2, n° 2, and, to be admitted as a member, the applicant would have to be presented by two sponsors who are members of the Association.* We are all thus agreed on this point, with a final wording of the matter to be prepared later of course.

Mr. CHARGUÉRAUD. — As to the annual dues, Mr. Dufourny suggested to me before the meeting an idea which I find to he excellent. It consists in varying the amount according to the date at which the members join. *There can be no doubt that a person who joins the Association during the year next after a Congress should pay less than one who presents himself during the year of a Congress or the one next preceding. Article 8,* page 8 of the By-laws, where mention is made of the resources of the Association, *might be modified* by stating that *the initiation fee on joining the Association is 10, 20 or 30 francs, depending upon the year during which the candidate joins.* Persons who would like to join in the year of a Congress should not be kept away by too strong a fence. The payment of 30 francs, therefore, seems to me sufficient in this case and we should thus meet the wishes of certain American and Russian members.

Mr. DUFOURNY. — I agree with Mr. Charguéraud in the matter of the annual dues of 10 and 20 francs, but from the stand point of the " treasury " I have an observation to make as to those of 30 francs which belong to the year of a Congress and which *I think should be raised to 40 francs.*

In order to say how many copies of the publications should be printed, it is asked before each Congress how many new or passing members there will be who will have the right to receive these

publications ; and the reply comes back regularly : we do not know. This situation cannot help offering some trouble. Before the Congress of Philadelphia, the American delegates anticipated 1,400 new memberships and asked the Executive Committee to have 2,000 copies of the English reports printed. In spite of the size of this figure which was manifest and in spite of the resulting great cost—for the printing of a set of reports costs 40 francs—it was deemed best to satisfy this desire. But we were right in our expectations and there were only 500 temporary American members. Our colleagues of the United States are now using the balance of the reports left over for carrying on their propaganda in favor of the Association. It was a large and unnecessary expense caused by those whose only thought in joining the Congress was to amuse themselves. Beyond this, I do not insist on my proposition, but I desired to state the reasons for my opinion that the dues for these members should be raised to 40 francs.

Mr. DE TIMONOFF. — The members who pay ten francs a year receive the various publications of the Association which become more interesting every year and they gain in this way an advantage, consequently it does not seem justifiable to me to call for 40 francs from persons who join the Association during the year of a Congress. We must think too of another class of members whom I should call " *associates* of the Association ": they are the wives and minor children of members. *They might be called on to pay 20 francs for the year of a Congress without receiving any of the publications.* In this way the trouble mentioned by Mr. Dufourny would be mitigated to a great extent.

Mr. VIELLE. — In order not to throw too much on the funds of the Association, I intended to propose to you that no publications should be issued to members who joined the Association six months or less before the opening of a Congress, but I agree to what Mr. de Timonoff has just said.

THE PRESIDENT. — We have here three propositions :

The first is to make those who come in during the year of a Congress pay 30 francs; those who come in during the year preceding a Congress, 20 francs; those who join two years before a Congress, 10 francs.

The second proposition is : to raise the 30 francs to 40 francs, and the third is to reduce the dues of the wives and children accompanying the members of the Congress to 20 francs, they to receive none of the publications.

Mr. DE JOLY. — It seems to me that, before any action is taken, we should find out what will become of the sums paid in at the time of the Congress. In the Association of the Congresses of the Road, the dues of the temporary members were increased from 25 to 30 francs, but it was understood at the same time that ten francs whould go to the Permanent Board and 20 francs to the local Committee. Article 7, paragraph 10 of our By-laws lays down that the dues of the temporary members, placed at 25 francs up to the present time, shall go to increase the funds of the local Committee. Do we intend to pay into it all the new dues or are we going to reserve a part of these funds for the finances of the Association?

Mr. DUFOURNY. — I think that it would be more simple to suppress in paragraph 10, Art. 7, all reference to the dues of temporary members. As we have to subsidize countries whose own means are not sufficient and, in case of necessity, to assist the local Committees, these receipts might be paid, into our central fund.

THE PRESIDENT. — Are you not afraid that by doing this the propaganda for bringing in persons to take part in the Congress may slacken down? The local Committee would have no further interest in recruiting new members if it knew in advance that their number mattered little and that the Association would have to help it under any circumstances.

Mr. CHARGUÉRAUD. — This question too was discussed at the Congress of the Road. If the local Committee know that in bringing in Messrs. X. Y. Z. it will receive a part of their dues, it will be led to carry on more intensely the propaganda in its own country. *It was decided at the Congress of the Road that 20 francs should go to the local Committee and 10 francs to the Permanent Board for its share of the costs.* The same shares might be adopted here.

Mr. JOUANNY. — We have a similar system in the Association of social Insurance. We collect dues of which two-thirds are paid over to the local organizations. I think that this is the regimen which should be adopted here and I agree with what Mr. Charguéraud proposes.

Dr. SYMPHER proposes *to adjourn the question of dues and their distribution* which he considers a very important matter.

Mr. CHARGUÉRAUD. — It might be adjourned, and voted on only with a definite wording.

Mr. DE TIMONOFF. — It would be difficult to obtain a clear and final wording at a meeting which has so much to do as has this, and I think that *the Board might intrust the Permanent Council with the task of completing this work.* We have a Council which exists and acts and it should be called upon to prepare the wording sought.

THE PRESIDENT. — Does Mr. de Timonoff propose that a meeting of the Permanent Council be called for this purpose?

Mr. DE TIMONOFF. — No; the discussion might be carried on, in my opinion, by correspondence.

Mr. DABAT. — It will be well to bear in mind the financial consequences which this change may bring about. The budget of the Association must not be made to suffer.

THE PRESIDENT. — *The Executive Committee will take up, by correspondence, with the Permanent Council the preparation of a text and will submit it to the Permanent Board.*

(The meeting signified its assent.)

THE PRESIDENT. — We shall now take up, Gentlemen, *the fourth item on our order of business;* it relates to the XIIIth Congress.

The list of the Reporters and General Reporters, as has been stated while reading the report of the Executive Committee, forms appendix I of this publication. Allow me, in the name of the Association, to address warm congratulations and no less warm thanks to the Heads of delegations who have obtained the

assistance of their valuable collaborators for the Congress of Stockholm.

Colonel Hansen desires to give the Board some detailed information on the subject of this Congress which he has undertaken to organize with a warmth and devotion worthy of all praise. What Colonel Hansen has to say refers to letters *b*, *c* and *d* of the order of business.

Colonel HANSEN. — The Swedish Government having decided, in the spring of 1913, to grant a subvention of 35,000 crowns (about 48,500 francs) for the Congress of Stockholm, and the Permanent Board having decided to accept the invitation offered, our Government, through its Ministry of Foreign Affairs, asked officially, in September 1913, the various Governments which lend their support and grant a subvention to the Association, to send delegations to represent them at the Congress of Stockholm.

Up to the present moment, the following countries have announced their intention of being represented at this Congress : Mexico, China, Norway, the Netherlands, Russia, Great Britain, Switzerland, Bulgaria, Argentina, Siam, Algeria, Belgium, France, Tunisia and Peru. Persia declined the invitation.

In the beginning of April 1914, we were able to send to the Executive Committee *the list of the Swedish Reporters and General Reporters.*

On April 18, 1914, the Government selected a *General Committee of Organization* including the persons named below:

President :

Rear Admiral Arvid LINDMAN, ex-President of the Council, Member of the Swedish Diet, President of the General Swedish Union of Navigation, Stockholm.

Members :

Captain Hjalmar BLOMBERG, Director of the Swea Joint Stock Society of Navigation, Stockholm;

Mr. Aug. VON ECKERMAN, Chief Director of Naval Constructions of the Royal Swedish Navy, Stockholm;

Mr. K.-A. FRYXELL, General Director of the Royal Office of Commerce, Stockholm;

Colonel F.-V. HANSEN, President of the Royal Administration of Water Powers, Stockholm;

Mr. Wilhelm LINDER, General Director of the Royal Administration of Lighthouses and Beacons and of the Pilotage Service, Stockholm;

Mr. Wilhelm LUNDGREN, Shipowner, Director of the Transatlantic Shipowners' Company of the Swedich line to South Africa and of the Swedish line to Australia, President of the Swedish Shipowners' Union;

Mr. C.-J. MAGNELL, Rector of and Professor at the Royal Superior Polytechnical School of Stockholm, Member of the Royal Administration of Water Powers, Stockholm;

Captain Gösta MALM, Royal Corps of Bridges and Roads, Chief of the Bureau of Constructions of the Royal Administration of Water Powers, President of the Society of Engineers and Achitects of Sweden, Stockholm;

Dr. Phil. I. C. J. Gustaf RICHERT, Member of the Royal Academy of Sciences of Sweden, ex-Professor at the Royal Superior Polytechnic School of Stockholm, Consulting Engineer, Stockholm;

Colonel Fridolf DE WIJNBLADH, Chief Director of the Royal Administration of Bridges and Roads, Stockholm;

This General Committee of Organization met on May 2 and the following persons were appointed as adjunct members:

Lieutenant Colonel O. Z. EKDAHL, Royal Corps of Bridges and Roads, Chief of Division in the Royal Administration of Bridges and Roads, Djursholm;

Captain Volmar FELLENIUS, Royal Corps of Bridges and Roads, Professor at the Royal Superior Polytechnic School of Stockholm;

Chief Engineer Uno GRÖNVALL, Chief of the Bureau of Lighthouses in the Royal Administration of Lighthouses and Beacons and of the Pilotage Service, Stockholm;

Major H. KINBERG, Head of the Public Works of the City of Stockholm;

Captain Albert LUNDBERG, Royal Corps of Bridges and Roads, Chief Engineer of the Works of the Port of Stockholm;

Captain Sven LÜBECK, Royal Corps of Bridges and Roads, Consulting Engineer, Secretary General of the Swedish Association of Water Powers, Stockholm.

Captain Ingemar PETERSON, Royal Corps of Bridges and Roads, will act as Treasurer and Mr. Gunnar HOLMBERGER, Civil Engineer, and Lieutenant R. M. HEIDENSTAM, Royal Navy, will act as Secretaries.

The *Executive Committee*, appointed from among the members of the *General Committee of Organization*, is made up as follows:

President:

Admiral LINDMAN.

Members:

Colonel HANSEN,
Major KINBERG,
Captain LUBECK,
Captain MALM.

Secretary:

Mr. HOLMBERGER.

The postal and telegraphic addresses of the Local Committee of Organization as well as of the Executive Committee are *Navikongress* Stockholm. The offices are now in the building of the Royal Administration of Water Powers: Regeringsgatan, 45, Stockholm.

H. M. KING GUSTAVUS V has deigned to bestow *His High Patronage* on the XIIIth Congress of our Association *(Lively applause.)*

H. R. H. CROWN PRINCE GUSTAVUS ADOLFUS has deigned to accept the title of First Honorary President of the Congress. *(Applause.)*

The President of the Council;
The Minister of Foreign Affairs;
The Minister of the Navy;
The Minister of the Interior;
The Minister of Agriculture, and
The Grand Governor of Stockholm
have been invited as Honorary Presidents.

The officers of the Congress and of the Sections are:

OFFICERS OF THE CONGRESS

Presidents General:

Admiral LINDMAN.
Colonel HANSEN.

Secretary General:

Colonel HANSEN.

OFFICERS OF THE SECTIONS

First Section.

Presidents:

Colonel de WIJNBLADH,
Dr. RICHERT.

Secretaries :

Captain MALM,
Captain LÜBECK.

Second Section.

Presidents:

Mr. LINDER,
Chief Engineer GRÖNVALL.

Secretaries :

Captain LUNDBERG,
Captain FELLENIUS.

A hundred persons of high rank interested in the labors of the Congress have been called to form a part of the *Committee of Patronage.*

A Committee for receiving the members of the Congress at Stockholm, and Committees for the towns which will be visited during the excursions are in process of formation. Committees on excursions, receptions, for the press, etc., have been created.

During the Congress, there will be offered to the members excursions to the installations of the port of Stockholm, to the archipelago of the capital and to Lake Mälaren, with visits later to certain industrial establishments which will be of special interest to them. As objects for excursions, there may also be mentioned the hydraulic power stations of the State at Alvkarleby and the town of Gävle, with its adjacent port and large saw-mills. An excursion is also in view, after the Congress, to Trollhättan to study the hydraulic power stations of the State and the work done for the construction of the Trollhättan Canal. This excursion will end at Gothemburg or at Malmö.

It is intended to propose, to a limited number of participants, a trip to Lapland to visit the great Gelliva and Kisrunavaara deposits of iron, the hydraulic power plants of the State at Porjus and the ports of Lulea and Narvik, where the arrangements for the transportation of iron ore can be studied.

The members of the Congress can take different lines in order to reach Stockholm. Those coming from countries lying South or South-West from Sweden will do well to go by Sassnitz-Trelleborg; the trains are there carried across the sea on modern " ferry boats. " The entire trip would be made in the one sleeping car (4 hours at sea). Direct roads also lead by way of Denmark, but a change of cars has to be made.

Those who prefer to go by steamer have at their disposal many direct and comfortable lines from England to Gothembourg, from Lübeck to Malmö and Stockholm, from Stettin, Riga, Saint-Petersbourg and the Finnish ports to Stockholm, etc.

Itineraries will be sent in due time to those taking part in the Congress and a special Bureau of information will be established :

Stockholm Uthyrningsbyrà, Kungstradgardsgatan, 12, *at Stockholm.*

This Bureau will look after procuring lodgings and distributing prospectuses when the time comes around.

There will be, probably, no reduction of rates by ordinary trains, these rates being already quite low by reason of the tariff by zones. A considerable reduction will be granted for special trains if a large number of members join in and travel together. For example, a great reduction will probably be obtained for our German and Rus-

sian colleagues. Collective trips on steamboats chartered for the purpose will be advantageous in every way.

We hope to obtain the Parliament Buildings for the sessions of the Congress.

The 19th or 20th of August, 1915, is proposed for the opening of the Congress, the exact date to be specified later by the Executive Committee in accord with the Local Committee of Organization at Stockholm.

In this way, we shall avoid holding our meetings at the same time as those of the *International Congress for the Tests of Materials* which will open *at Saint-Petersburg* on August 12, 1915, and that of *Engineers*, at *San Francisco*, which will take place in the month of September.

A first circular relative to the Congress will be sent very soon to the members of the Association and also to the Societes and persons who may join in the Congress.

THE PRESIDENT. — I think that I voice the sentiments of all the members of the Board in warmly thanking Colonel Hansen for all the trouble he has taken in preparing so attractively the organization of our next Congress. *(Lively applause.)*

I also thank, in the name of the Board, all those who have been so kind as to lend us their assistance. *(Applause.)*

BARON VON COELS VON DER BRÜGGHEN recalls the fact that, at the time of the Congress of Saint-Petersburg, he had invited the members of the Congress to meet at Berlin for a trip to the Teltow Canal. These members then went on to Saint-Petersburg by special train. He is happy new to be able to announce that if any members wish it, their German colleagues will be at their disposal to show them this time, before going to Stockholm, *the new canal from Stettin to Berlin, which is soon to be inaugurated.*

BARON VON COELS VON DER BRÜGGHEN foresees that this preliminary excursion will involve a loss of time, but he thinks that will be made up largely by the interest to be found in a visit to this canal. So far as the cost is concerned, he hopes to be able to make advantages arrangements.

THE PRESIDENT. — I thank Baron von Coels von der Brügghen for his kind proposition and I hope that many of the members will accept his graceful invitation. *(Applause.)*

It remains now to fix the date of the Congress.

Professor DE TIMONOFF. — Five technical Congress are to be held during the summer of 1915; hence it is necessary to settle the date of ours and I opine that this should be done here and now. A Congress for the test of materials will be held at Saint-Petersburg. It cannot now change the dates of its sessions. On the other hand, several attendants at this Congress have asked it be set near the Congress of Navigation, as they wish to combine their trip to Saint-Petersburg with that to Stockholm. August 20 would suit this best, as the Congress of Saint-Petersburg ends on August 17. It will be followed by an excursion to Moscow lasting two days, I think; the members joining therein who go to Stockholm will be able thus to arrive in plenty of time.

Colonel HANSEN. — I agree with this, but latitude should be given to us to choose between August 20 or 21. (*Agreed.*)

THE PRESIDENT. — The 5th item in our order of business relates to the *place where the XIVth Congress is to meet.* Mr. Dufourny has already spoken of *Brazil* and *Canada.*

Professor DE TIMONOFF. — I can make no proposition, but I take the liberty of submitting an idea. Roumania, which is one of the States of Europe not yet visited by our Association, has carried out some important works in the interest of Navigation. Great enterprises are under way at the mouth of the Danube; these works are handled by the International Commission of the Danube, the funds therefore being furnished by all the countries of Europe, and they are very interesting both from the technical and financial stand-points. Other important works have been carried on by the Hungarian Government at the *Iron Gate* which lies at the frontier of Roumania. There are here, I think, very interesting elements for study, and the Executive Committee might be requested to take the matter up with the representatives of Roumania in order to find out

whether it might not be possible to hold our *XIVth Congress in that Country.*

THE PRESIDENT. — The idea set forth by Professor de Timonoff is not formal, but we may understand from it that an invitation might be given, perhaps, by Roumania.

Mr. DE LETAY. — Gentlemen, the Hungarian delegates have long been aware of the desire uttered by the International Association of Congresses of Navigation to hold a meeting in Hungary. In conformity with this very flattering desire, they have taken the necessary steps with the Hungarian Government in order that the Congress of 1918 may convene at Budapest. The question is now in the hands of the Minister of Commerce and will be presented ere long to the Council of Ministers.

The Hungarian delegates assure you that they are doing and will continue to do their best to reach the end desired not only by you but equally so by them, and it is they who will be the happiest if their efforts be crowned with success. As it does not depend upon the delegates to be able to fix the time necessary for the action of the Government to become known, it is impossible to say now anything in regard to the matter. They hope however to be in position to communicate this decision to the Executive Committee in a precise and probably favorable shape before the end of the present year. (*Applause.*)

THE PRESIDENT. — We are very much obliged to Mr. de Letay for what he has told us. It is perfectly true that the Association has expressed the desire several times to meet in *Hungary* and I believe that every one would be very happy in the realization of this project.

Gentlemen, our order of business is exhausted.

General DE SCHOKALSKY asks permission of the Board to set briefly before it the results of an *exploring expedition into the seas lying North of Russia and Siberia. (General de Schokalsky's statement forms appendix II of these minutes.)*

In conclusion, BARON VON COELS VON DER BRÜGGHEN thanked President Helleputte, in the name of the assembled company, for

the masterly way in which he had directed the debates of the meeting. (*Applause.*)

The meeting adjourned at 12.30 p. m.

G. HELLEPUTTE,
A. DUFOURNY,
Presidents.

J. RICHALD,
Secretary General.

Appendix I.

Changes in the List of Reporters

FOR THE

XIIIth INTERNATIONAL CONGRESS OF NAVIGATION

STOCKHOLM 1915

First Section. — Inland Navigation.

As they were :	*As they should be :*
FIRST QUESTION	
Russia : Messrs. KLEIBER, Engineer of Lines of Communication, Kasnatcheiskaia, 9, Saint Petersburg; V. E. DE TIMONOFF, Professor at the Imperial Institute of Lines of Communication, President of the Hydrological Committee, Member of the Superior Technical Councils in the Ministry of Lines of Communication, Commerce and Industry, etc., Perspective Ismailovsky, 7, St. Petersburg.	*Russia :* Messrs. E. J. KOSKENMAA, Office Engineer with the Superior Commission of Road and Water Constructions in Finland, Helsingfors, and V. E. DE TIMONOFF, Professor at the Imperial Institute of Lines of Communication, President of the Hydrological Committee, Member of the Superior Technical Councils in the Ministry of Lines of Communication, Commerce and Industry, etc., Perspective Ismailovsky, 7, St. Petersburg.
FIRST COMMUNICATION	
Italy : Messrs. Luigi LUIGGI, Senior Inspector of Civil Engineering, Ministry of Public Works, Rome.	*Italy :* MM. Luigi LUIGGI, Senior Inspector of Civil Engineering, Ministry of Public Works, at Rome, and Angelo FORTI, Engineer, Piazza Castello, 23, Milan.

THIRD COMMUNICATION

As they were :	*As they should be :*
Russia : Messrs. S. I. RAOUNER, Assistant Director of the Direction of Forests, Vasiliewski Island, Grande Perspective, 35, Saint-Petersburg; F. N. SCHIRAEFF, Engineer of Mines, Chirokaia, 23, St-Petersburg ; D. S. FLEXOR, Chief of Bureau in the Direction of Agricultural Hydraulics, Krestowsky Island, Esperoff Alley, St-Petersbourg.	*Russia :* Messrs. S. I. RAOUNER, Assistant Director of the Direction of Forests, Vasiliewski Island, Grande Perspective, 35, Saint-Petersburg; F. N. SCHIRAEFF, Engineer of Mines, Chirokaia, 23, St-Petersburg; D. S. FLEXOR, Chief of Bureau in the Direction of Agricultural Hydraulics, Krestowsky Island, Eperoff Alley, St-Petersburg; and Eduard BLOMQVIST, Chief of the Hydrographic Bureau with the Superior Commission of Road and Water Constructions in Finland, Helsingfors.

Second Section. — Ocean Navigation.

FIRST QUESTION

Netherlands : Mr. WOUTER COOL, Assistant Director of the Public Works of the City of Rotterdam.	*Netherlands:* Messrs. H. C. WESSELING, Assistant Director, and M. F. DE BRUYNE, Engineer of the Public Works of the City of Rotterdam, Stadstimmerhuis, Rotterdam.

FIRST COMMUNICATION

Germany : Mr. CARSTANJEN, Director of the Augsburg-Nürnberg Machine Factory at Gustavsburg.	*Germany :* Messrs. A. G. Georg KAPSCH and Friedrich DUWE, Engineers of the Augsburg-Nürnberg Machine Factory at Gustavsburg.

As they were :	*As they should be :*
Russia : Messrs. V. E. LAKNISKI, Engineer of Lines of Communication, Perspective Ismaïlovski, 7, rota 19, Saint-Petersburg, and A. K. ROJDESTVENSKY, Engineer of Lines of Communication, Canal Ekaterininsky, 52, St-Petersburg.	*Russia :* Messrs. V. E. LAKNISKI, Engineer of Lines of Communication, Perspective Ismaïlovski, 7, rota 19, Saint-Petersburg; A. K. ROJDESTVENSKY, Engineer of Lines of Communication, Canal Ekaterininsky, 52, St-Petersburg, and A. WESEN, Office Engineer with the Superior Commission of Road and Water Constructions in Finland, Helsingfors.

THIRD COMMUNICATION

Germany : Will be appointed later.	*Germany :* Mr. NÜBLING, Naval Architect, Königgrätzerstrasse, 132, Berlin, W. 9.
France :	*France :* M. FRANÇOIS, Naval Engineer, attached to the technical service of Naval Constructions at the Ministry of the Navy, Paris.

Appendix II.

Results of an exploring expedition into the seas lying North of Russia and Siberia

Statement from General de SCHOKALSKY

Gentlemen and Honored Colleagues,

It might be supposed, after the discoveries of Nansen, Peary and other explorers of Arctic regions, that everything in the way of land existing within the North Polar Cercle was already known, but life teaches us every day that our conceptions based on present knowledge are often far astray because we really know so little. So it might have been believed that, as the North coast of Asia had been studied and mapped by the Great Norther Expedition of 1736-1746, then by the three voyages of discovery made by A. Nordenskjold in 1878, by Nansen in 1893-96 and by Baron E. Toll in 1900-1903, all of whom passed around Cape Tcheluskine, the most northerly promontary of the continents, this coast extended no further than the Polar Sea. But facts have just shown once more that all was not yet known.

During the last three years, the Minister of the Imperial Russian Navy organized in the Polar Sea a hydrographic expedition which was to study the coast from cape Dejnef (Behring's Strait) to Jenissei Bay. This expedition mapped the coast, in 1911 and 1912, as far as the Peninsula of Taimir, made many soundings and studied the physico-geographic conditions of the seas covered.

Placed, in 1913, under the command of Commander Borès Wilkitsky (son of General A. Wilkitsky, himself an arctic explorer), the expedition after an unprecedented trip reached a sea nearly free of ice in latitude 77°-78° N.

At Cape Tcheluskine, the explorers found the passage blocked by ice, which had not yet broken up, and then worked toward the North. After running a distance of 30 marine miles, they discovered a long, low, narrow island lying North and South, to which they gave the name of Tsesarévitch Alexis Island. Working

still further toward the pole, and sailing northwestwardly on an open sea, the expedition approached a high land, covered with cliffs and glaciers which no explorer had yet reached. The shore of this land was followed to the point where it began to bear toward the West; the expedition then went ashore to make some astronomical observations (latitude 80° 4' N, longitude 97° 12' W) and hoisted the Russian flag on the new land which was called afterwards « Nicolas II Land ».

Having found no passage at latitude 81° N, the expedition turned back and came to Cape Tcheluskine whence it made its way once more in clear water to Bennet's Island. It surveyed this island, took there the collections of the regretted Baron de Toll and once more got under way; then after having discovered a small island, called General Wilkitsky's Island (in honor of the father of the commanding officer of the party) the expedition arrived, not without bother in Behring's Strait, at Vladivostok, after having made on these northern shores and through wholly new routes a most astonishing and fruitful cruise.

The new islands extend over a great distance and close the Arctic Ocean still more. It is probable that they are connected with the archipelagoes of the West coast of Taimir and so form the eastern boundary of the inclosed sea of Kara, which laves the shores of Siberia.

This interesting and important discovery made by officers of the Imperial Russian Navy, belongs very naturally to the series of heroic exploits started by their predecessors of the Great Russian Expedition to the North about the middle of the XVIIIth century.

J. DE SCHOKALSKY,

Lieutenant General of the Imperial Russian Navy,
Vice-President of the Imperial Russian Geographical Society.

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PERMANENT INTERNATIONAL ASSOCIATION

OF

CONGRESSES OF NAVIGATION

PERMANENT COUNCIL

OF THE

PERMANENT INTERNATIONAL COMMISSION

Meeting held at Brussels

on the 22nd of December 1919

MINUTES OF THE MEETING

Executive Committee — Office of the Secretary General
38, Rue de Louvain, 38
Brussels

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Permanent Council of the International Commission of Congresses of Navigation

(Meeting of the 22nd December 1919. -- Brussels.)

1st row.— MM. King, Valentini, Charguéraud, Dufourny, Helleputte, Richald, Sir Cecil Hertslet, Boutteville, Wortman.

2nd row. — MM. Babin, Quellennec, Batard-Razelière, Vielle, Aerts, Barbey, ...

PERMANENT COUNCIL

OF THE

PERMANENT INTERNATIONAL COMMISSION

OF

CONGRESSES OF NAVIGATION

Meeting held at Brussels on the 22nd of December 1919

MINUTES OF THE MEETING

An extraordinary meeting of the **Permanent Council** of the International Commission of Congresses of Navigation was held at Brussels on the 22nd of December 1919, with Mr HELLEPUTTE, Belgian Minister and President of the Association, in the chair.

The proceedings commenced at 10 a. m.

Were present :

EXECUTIVE COMMITTEE :

Messrs G. HELLEPUTTE, Honorary Engineer of Roads and Bridges, State Minister, Member of Parliament, President of the Association ;

A. DUFOURNY, Honorary Director General of Roads and Bridges, President of the Association ;

J. RICHALD, Chief Engineer and Director of Roads and Bridges, Professor at Ghent University, General Secretary of the Association.

FRANCE :

Messrs CHARGUERAUD, State Councillor, Inspector General of Roads and Bridges, Vice-President of the High Council of Public Works, President of the French Section of the International Commission ;

BABIN, Inspector General of Roads and Bridges, Director of Maritime Ports to the Ministry of Public Works, Paris.

GREAT BRITAIN :

Sir CECIL HERTSLET, Honorary Consul General, London.

FRENCH EAST AFRICA :

Mr BOUTTEVILLE, Inspector General of Roads and Bridges, Inspector of French Colonial Public Works, Paris.

ALGERIA :

Mr VIELLE, Chief Engineer of Roads and Bridges, Technical Assistant to the Director of Public Works of the Government of Algeria, Algiers.

CHINA :

Mr KING, First Secretary of the Chinese Legation, Brussels.

ITALY :

Mr VALENTINI, Superior Inspector of Civil Engineering, Parma.

MONACO :

Mr BATARD RAZELIÈRE, General Inspector of Roads and Bridges, Paris

NETHERLANDS :

Mr WORTMAN, General Director of the Zuiderzee Works, The Hague.

PERSIA :

Mr AERTS, Ship-broker, Antwerp.

KINGDOM OF SERBIA, CROATIA AND SLOVENIA :

Mr CASSEL, Consul General for Belgium, Brussels.

SWITZERLAND :

Mr BARBEY, Swiss Chargé d'Affaires Brussels (Auditor).

CHILE :

Mr LARRAIN, Mining Engineer, Chilian Consul, Chargé d'Affaires of the Chilian Legation, Brussels (Auditor).

SUEZ CANAL COMPANY :

Mr QUELLENNEC, Chief Engineer of Roads and Bridges, Consulting Engineer of the Suez Canal Company, Paris.

ORDER OF BUSINESS :

1° Reading of the Report of the **Executive Committee** on the general situation of the Association from 1914 to 1919;

2° Examination of the situation of the Association owing to the war;

3° Contingent modifications of the Regulations;

4° XIIIth International Congress of Navigation;

5° Sundries.

THE PRESIDENT, declaring the meeting open, welcomed the delegates in the following terms :

Gentlemen,

Permit me to express, in the first place, the joy that I feel on seeing you. It is now five years ago, and even more, that our last meeting took place. Since then the world has been shaken by a terrible catastrophe, which none of us could foresee, of which none would have dared to dream, no more than one would have dared to dream of all the horrors that we have witnessed.

I hope that, resuming our work, we shall be able to carry it on, as we did before the war, in harmony and good fellowship; and that we shall thus continue to contribute our share to the development of the prosperity of all the Nations that are represented in our Association.

I thank you cordially for having been good enough to answer our appeal by coming to take part in this extraordinary meeting of the Permanent Council, at which we must deliberate on the measures to be taken to secure the success of our work. (*Unanimous marks of approval.*)

Mr CHARGUERAUD. — Mr President, I believe I am the interpreter of all the members here present, in stating that the emotion just expressed by your words is shared by all of us.

I remember the pleasure that we felt, at meetings similar to this, in evoking the pacific contests which we engaged in on purely technical grounds, with the general interest as our aim, and, at that period, we opposed what we called the horrors of war. Alas, we were then far from thinking that one day we should assist at all the disasters of which we have been the witnesses.

I have also kept in mind, Mr President, the words you uttered in the month of October 1914, when we were together and you told us, at that moment, of all that was in store for humanity and for the world.

Those painful moments have passed; we must now recom-

mence, as you indicated just now, those works that technical men should never have lost sight of. I hope that we shall be able to render the life and the activity of former days to our Association, and at the same time seek to eliminate, as far as possible, the remembrance of the excessively painful period that we have just passed. It is in this spirit that we are all, I think, going to undertake the interrupted course of our work.

I thank you cordially, Mr President, for your kind welcome and for the opportunity that you give us of getting into touch again with one another under your patronage, which is always so clear-sighted and so devoted to our Association. (*Unanimous marks of approval.*)

THE PRESIDENT. — Gentlemen, I have the pleasure of welcoming two new colleagues, here present :

Mr BABIN, General Inspector of Roads and Bridges, Director of Maritime Ports to the French Ministry of Public Works.

Mr THOMAS KING, First Secretary of the Chinese Legation at Brussels.

Mr BARBEY, Swiss chargé d'affaires, and

Mr LARRAIN, Chilian Consul, at Brussels,

have been good enough to honour the meeting with their presence; Mr BARBEY in the place of Mr COLLET, our Swiss colleague, hindered from coming and Mr LARRAIN in the place of our Chilian colleague, whose nomination will be announced to us shortly.

Several Members of the *Permanent Council*, who found it impossible to take part in our meeting, have requested the Executive Committee to make their excuses to you. They are :

Mr BIXBY, President of the American Delegation, whom we hoped to see, who showed himself most devoted during the war and who has taken the interests of the Association to heart in a most remarkable manner. He sends us the following telegram from Chicago :

« *American Section regrets inability to be present at meeting twenty-second, funds sent October through American Embassy were Government contribution for past five years. American members expected to return to full support this year.* » *Bixby, Chairman American Section.*

Mr OSUMI, Captain in the Navy, Naval Attaché to the Japanese Embassy at Paris, our new colleague, who regrets being unable to assist at our meeting, because he is kept in France by the work of the Peace Conference.

Mr TORRI, President of the Italian Delegation, who has requested Mr VALENTINI, Superior Inspector of Civil Engineering, at Parma, to replace him.

Mr HANSEN, Swedish delegate.

Mr WESTERGAARD, Danish delegate.

Mr DU PLESSIS DE RICHELIEU, Siamese delegate.

Mr MOURGNOT, Tunisian delegate.

Mr DE PIMENTEL-BRANDAO, First Secretary of the Brazilian Legation, at Brussels, thought that he would be able to represent his Government at this meeting, but having received an urgent call to Paris, Mr DE PIMENTEL-BRANDAO begged the Executive Committee to be kind enough to make his excuses to you.

We are without any news of our Russian Colleagues who were among the most devoted members of our Association :

Messrs DE TIMONOFF, the PRINCE SCHAHOVSKI, MAXIMOVITCH, FLORINE, DE HOERSCHELMANN, DE SCHOKALSKI, ALFATER, KLEIBER and MAXIMOFF.

We have just learnt that Mr HAMPTON MOORE, a member of the American Congress, has been elected Mayor of Philadelphia. I propose to send him, in the name of the Permanent Council, a telegram of congratulation. Mr Hampton Moore devoted himself to the interests of the Association during the whole of the Congress that was held at Philadelphia in 1912. (*Unanimous assent.*) (1)

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(1) Here is the text of the telegram sent :

« Permanent Council of Navigation Congresses assembled at Brussels, 22 December, at extraordinary meeting, learning your nomination as Mayor of Philadelphia, sends you its hearty felicitations.

RICHALD, General Secretary. »

Reply :

« Dear Mr Secretary General,

« Please convey to the Permanent Council of Navigation Congresses my

THE PRESIDENT. — Gentlemen, we have a pious duty to perform, it is to render hommage to the memory of our dead Colleagues.

We have suffered great losses, not only by the number, but also by the value of the members who have disappeared. They are :

Mr CORTHELL, United States delegate. You know what pains Mr Corthell took to follow the works of the Association.

Mr DE JOLY, French delegate, a great loss and quite unexpected, his death was a painful surprise for us.

Mr RESAL, also a French delegate, whose numerous works you know.

Mr PIERROT, Belgian delegate, who made a name for himself in the navigation and engineering domains, and

Mr DEKING DURA, the distingueshed Dutch delegate, who was carried off in two days, a victim of a tram accident.

The *Executive Committee*, on hearing the news of these deaths, immediately sent a telegram and a letter of condolence to the Delegations in question, and announced the news to the Members of the Commission.

The *Permanent Council* will, I do not doubt, share our regrets for the losses that we have suffered.

I hope that we shall find among the new Members, called upon to replace our deceased colleagues, the same zeal and the same devotion to the interests of the Association. (*Unanimous marks of approval.*)

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sincere appreciation of the message of congratulation upon my election as Mayor of Philadelphia, received from you this day. Philadelphia has pleasant recollections of the XII International Congress held in this City and of the distinguished men who were then our visitors and guests. We trust this pleasant relationship may continue.

HAMPTON MOORE. »

THE PRESIDENT. — Gentlemen, in the program of our meeting figures in the first place the

Report of the Executive Committee,
on the general situation of the Association from 1914 to 1919.

Mr RICHALD, the General Secretary, is ready to read it to you, if you so desire; but as you have all received this document, perhaps you will consider this reading as useless, and we can limit ourselves, if it so pleases you, to passing in revue the different chapters, and to hearing, on the subject of each of them, the remarks that you may have to make. (*Unanimous assent.*)

Chapters I and II do not call forth any comment.

Chapter III, § 2. « *Printing and Distributing of Documents* » gives rise to the following exchange of remarks :

Mr CHARGUERAUD. — Some particularly interesting and useful documents have been distributed. A short time before the war : we received notably, for the year 1913, a statement of the principal works decreed or in course of execution in different countries.

The *Executive Committee* had also made up a list of questions about which information was requested.

Is the Association in a position to again undertake the distribution of documents of this kind, or does the actual situation require the further adjournment of this work?

Mr RICHALD. — During the war, I took in hand the work of obtaining memoranda which might be printed and distributed to the members of the Association.

As the *Report of the Executive Committee* mentions, besides the methodical TABLE of the matters of the publications of the XIIth Congress and the 2[nd] quinquennial supplement to the *Catalogue « Rivers, Canals and Ports »*, we received five papers which were destined for the XIIIth Congress of 1915, and four memoranda concerning the questions about which information was asked by the Association.

On the other hand three memoranda were promised to us from 1914 to 1918.

We shall have thus fourteen publications that we shall be able to distribute as soon as the printing of same is possible.

The *Permanent Council* will have to decide in what way we can continue the work of printing.

Mr CHARGUERAUD. — These papers and memoranda are among the questions to be studied, and, it seems to me, that they should be published as soon as possible.

What I wish to insist upon is the utility of again undertaking the publication of the list of works decided on and commenced in different countries.

It is convenient for all the Members, to receive information from the Association as regards the important works in different countries : by thus learning which are the different yards working, they can, if they wish, go and obtain information on the spot.

There are, at this moment, a number of works in course of execution in all parts; I hope that the Association will be able to take up again the issue of these publications. (*General marks of assent.*)

THE PRESIDENT. — This question of publications is a most interesting one.

Mr DUFOURNY. — I am of the same opinion, but some time must elapse before we are again in the swim. Engineers are so absorbed by their work that they have little time for writing at the present time.

Mr BOUTTEVILLE. — Let us decide that the matter will be taken in hand and brought up-to-date. (*New marks of assent.*)

THE PRESIDENT. — I believe, Gentlemen, that we are all in agreement to adopt Mr CHARGUERAUD's motion. Besides it corresponds with the intentions of the *Executive Committee;* we ought to take up our work where we left it, there is no modification of principle to be introduced. (*Unanimous assent.*)

THE PRESIDENT. — We come to § 3 « *Subsidies and subscriptions paid during the war* ».

Mr RICHALD. — I can complete this part of the Report by giving the sums that we have received since its issue.

During the war, the French Section took upon itself to safeguard the interests of the Association in France.

On the one hand in compliance with a desire expressed, in February 1915, by Mr BIXBY, President of the American Section, acting in agreement with Mr DUFOURNY, President, and Mr RICHALD, General Secretary, who remained in Brussels, and, on the other hand, with a request expressed during his stay at Havre, by Mr HELLEPUTTE, President, in a circular letter dated the 30th April 1915, addressed to heads of Delegations, the French Section proceeded with the partial recovery of the outstanding subscriptions of the French Members of the Association and of the Government subsidies, for 1915 to 1919. These different sums gave a total of Frs 35,500.70, which Mr CHARGUERAUD, President of the Section, has just placed at the disposal of the Executive Committee.

You will agree with us, Gentlemen, in reiterating here our thanks to Messrs CHARGUERAUD and BABIN, French Delegates, and also the gratitude of the Association to the French Section for its precious cooperation.

* * *

The *American Section* did the same during the war, as Brigadier General BIXBY, President of this Section, has informed us.

The United States Ambassador at Brussels has just handed us:

1° A draft for Frs 36,050.64 being the amount of the subsidies and subscriptions received in the United States during the war ;

2° A cheque for 1,000 dollars representing the subsidy of the U. S. Government for 1919.

We have recently sent, to our colleague Brigadier General BIXBY, a letter thanking the American Section warmly for all its solicitude for the Association.

From the 1st of January 1919 to the 31st of August last. the following subsidies were sent to the Executive Committee.

5,000	fr.	from Belgium
2,500	»	from Holland
500	»	from Uruguay
1,000	»	from Denmark
3,000	»	from Spain.

Since the 31st of August, the Executive Committee has received the subsidies of the Governments of the States mentioned hereafter :

Norway	fr.	1,339.29	for 1919
Switzerland	»	250.00	do.
Suez Canal Co	»	500.00	do.
Siam	»	250.00	do.
Italy	»	2,248.00	for 1915
French Equatorial Africa	»	200.00	for 1919
Tunisia.	»	250.00	for 1914
Portugal	»	6.000.00	for 1918 and 1919
Chile	»	1,000.00	for 1919
Brazil	»	2,000.00	do.
France.	»	5,000.00	do.
Great Britain	»	5,000.00	do.
United States		1,000.00	dollars for 1919
Monaco	fr.	267.00	for 1919.

Mr AERTS. — I have much pleasure in announcing that I have received the Persian subsidy (1).

Mr RICHALD. — I thank you for the information. A letter from Algeria informed us that it was impossible for us to receive the subsidy of this country (500 francs) for 1919, but that it will be paid for 1920.

The payments which have been made were made thanks to the kind intervention of different members of the Commission, who undertook the necessary steps with the competent authorities of their respective countries. We reiterate our thanks under this heading to Sir CECIL HERTSLET, delegate of the British Government, Mr CHARGUERAUD, President of the French Section, Mr BOUTTEVILLE, delegate of the French Colonies, Mr QUELLENNEC, delegate of the Suez Canal Company, to Mr BATARD RAZELIÈRE, representative of the Principality of Monaco, Mr AERTS, delegate of the Persian Government and to Mr ROLDAN Y PEGO, delegate of the Portugese Government.

At the request of the Executive Committee several members of

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(1) Mr. Aerts sent to the General Secretary, on the 8th of January 1920, the sum of frs 1,500, the amount of the subsidies of the Persian Government for the years 1914 to 1919.

the Permanent Council are now interceding with their Governments with the object of obtaining the government subsidy.

Mr KING, for China, Mr HANSEN, for Sweden (1), M. OSUMI, for Japan, and Mr TYPALDO BASSIA, for Greece, have already answered our appeal. We are greatly obliged to them.

Taking all the subsidies paid or announced we can put down *a sum of about 160,000 francs to the credit of the Association.*

We are happy to be able to record these proofs of the solicitude that the different Governments and their Delegates continue, after an interruption of five years in our relations and in our work, to show towards the *International Association of Congresses of Navigation.* (General marks of assent.)

Mr CHARGUERAUD. — From the point of view of the collecting of the subsidies and subscriptions it appears that a distinction must be made between the subscriptions in arrears and those to come.

As regards the subscriptions in arrears you were kind enough to congratulate us. I consider that we only did our duty, and even that we did not do enough.

Our state of anxiety, then the illness of our Secretary hindered us, latterly, from exercising all the pressure that I should have desired on our French subscribers. I hope still to be able to get in a certain number of subscriptions.

As for the payments in arrears I think that it will do if we leave it to each Delegation to collect the subscriptions and then to send them on to Brussels. (General marks of assent.)

On the contrary, for the future, it will perhaps be well to go back to the old form of procedure, the subscriptions being paid directly to Brussels, unless it be considered better to wait for this until the international financial situation is a little better balanced.

For at the present moment by reason of the differences of exchange and the restrictions concerning sending capital out

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(1) The subsidy of frs 1,150 of Sweden was sent in January 1920.

of certain countries, it is not always an easy matter to send funds from one country to another.

It is for this motive that it would perhaps be better for us to keep at Paris, until better days, the 35,000 francs that we hold at your disposal.

Provisionally, each Delegation would collect the subsidies and subscriptions of its country, and would hold the funds at the disposal of the Executive Committee if it were not easy to forward the money.

We would fix later the moment when we would return to the old system, leaving it to the Brussels office to claim directly the subscriptions from the different countries. (Marks of assent.)

Mr DUFOURNY. — This would be a transitory order of things.

THE PRESIDENT. — I think, Gentlemen, that we should refer the matter to the Delegations who know better than we do what system is best suited to their respective countries. *Let the Delegations therefore continue, until further notice, to collect the subscriptions. Let them send same to us if they can do so easily or hold them for our account if the forwarding of funds presents too many difficulties.* (General marks of assent.)

Sir CECIL HERTSLET. — As far as Great-Britain is concerned, we shall send you the subsidy of 5,000 francs each year, by reason of the necessity of supplying a receipt in good time to the Government we are not able to keep the money.

Mr CHARGUERAUD. — If I only considered our own tranquility, it is certain that I should prefer the old system, which leaves to the Brussels office the work of claiming the subscriptions from the different members.

If I suggest charging the Delegations with the work of collecting subscriptions, it is in the interests of the Association, because the Delegations being on the spot, can more easily exercise a certain pressure on their fellow-countrymen.

Mr DUFOURNY. — It is devotedness on your part.

Mr CHARGUERAUD. — While leaving the Delegations free to choose, for their own countries, the system that is the most suitable, it would be a good thing to make an appeal to their zeal, asking them to be kind enough to collect the subscriptions in arrears and also the new ones during this period of transition when international relations are still difficult.

Mr DUFOURNY. — That seems to me practical. (*Marks of assent.*)

M. BOUTTEVILLE. — I believe that the intervention of the Delegations will be very useful not only as regards the payments which are in arrears, but also from the point of view of obtaining fresh recruits. I judge the question more especially from the point of view of the French colonies. A direct appeal from the International Association would not, perhaps, have so much effect on the French colonies as an appeal transmitted by the French Delegation which could turn to account arguments that would have more weight with the local Governments.

Under these conditions, it seems to me, that the best thing would be, for the Executive Council to send, to the different Delegations, an appeal which the latter would forward, backing it warmly, to all interested organisations. (Marks of assent.)

THE PRESIDENT. — All these motions appear to me to be perfectly reconcilable : *temporarily* we will make an appeal to the Delegations who will act for the best according to the local circumstances existing in each country.

The difference in the points of view of Sir CECIL HERTSLET and Mr CHARGUERAUD arises from the fact that in France the Government subsidy does not form our principal revenue, that there are, on the contrary, many corporation subsidies, whilst in England the corporation subsidies are rare and the Government subsidy is the principal revenue.

What is more, if the subsidy remained in England instead of being sent on immediately to us there would be a risk of its returning to the treasury.

Sir CECIL HERTSLET. — Exactly; we are obliged to supply

the receipt, for the subsidy which has been paid, to the Government.

Mr WORTMAN. — What should be done with regard to the Members who refuse to pay the subscriptions in arrears ?

THE PRESIDENT. — We will examine this special point presently, for the cases are fairly numerous.

For the moment, the question is how are we to proceed with the collection of the subsidies and subscriptions.

We should, it appears, as has been proposed, leave it to the Delegations to back our appeal for the payment of the arrears, and to send them on to us or to keep them for our account as they may judge most practical.

Mr DUFOURNY. — This as a temporary measure.

THE PRESIDENT. — Of course ; as soon as the Delegations tell us that we can go back to the ordinary procedure, without inconvenience, we shall do so.

We will therefore send an appeal, to the Delegations, inspired by the ideas expressed just recently in such excellent terms by M. Charguéraud. *(Unanimous assent.)*

Mr RICHALD. — Here are a few new facts that have come to light since the 31st of August last, date of closing of the Report of the Executive Committee.

Messrs GUÉRARD and JUNCKER, whose mandates have expired, and Sir ARTHUR YORKE, resigned, have ceased to form part of the International Council. It is with regret that we sever our connection with these three colleagues.

In the name of the *Executive Committee* and of the *Council* we have begged them to accept our thanks for the services which they rendered to the Association by cooperation to in its prosperity. The names of our old colleagues will remain inscribed in our memories and in the annals of the Association.

Messrs GUÉRARD, JUNCKER and Sir ARTHUR YORKE have thanked the Executive Committee and expressed their wishes for the prosperity of the Congresses of Navigation.

I have much pleasure in announcing the adhesion of :

The *Government of Madagascar* and of the *Government of*

French Equatorial Africa, who will pay respectively 100 and 200 francs annual subscription to the Association. This is a success which must be put to the credit of the French Colonial Minister and his representative in the Association : Mr BOUTTEVILLE, General Inspector, whom we have the pleasure of seeing among us.

Gentlemen, you have read on page 42 of the Report of the *Executive Committee* that the *XIIIth International Congress of Navigation* which should have taken place at *Stockholm* in 1915, has been put off to an ulterior date.

This question will be especially considered when dealing with the *4th item of the order of business.* But I wish to recall, without delay, the service that our Swedish colleague Mr HANSEN rendered to the Association by seeking to maintain the continuity of the *Congresses of Navigation.* This fact is acknowledged on page 43 of the Report. In order to recognise the debt due by the Association to Mr HANSEN, the *Executive Committee* proposes, from now, to inscribe the name of Mr HANSEN, General Director, among the *« General Secretaries of Congresses of Navigation » who, by right, form part of the International Commission.* (Unanimous adhesion.)

THE PRESIDENT. — The proposal is then adopted.

THE PRESIDENT. — Gentlemen, we reach the second item of our business : *Examination of the situation of the Association owing to the war.*

This situation which has been exposed in detail in the Report may be summed up in a few words :

In the first place it was quite impossible to hold our XIIIth Congress in 1915 and a XIVth in 1918. Had it not been for the war we should be organising our XVth Congress for 1921.

I should like to know your views on this subject. *It is perhaps still a little too soon to think of holding a Congress in 1921;* communications are difficult and international relations have not yet been sufficiently reestablished; *we had perhaps better put off taking any decision on this point.* (Marks of assent.)

THE PRESIDENT. — If this is your feeling, Gentlemen, we will adjourn a decision on this subject. (*Unanimous assent.*)

This point settled, I continue the recapitulation of the situation.

The work of the Association was suspended from 1914 to 1919. Our relations were interrupted.

By virtue of the Belgian law of the 10th November 1918 the property and interests belonging to subjects of the Central Powers and of their allies have been sequestered.

As a consequence of the application of this law we paid to Mr PHOLIEN, the sequestrator, the sum of 76,617.05 francs, representing the part of our assets due to subsidies and subscriptions of the enemy.

Germany, Austria-Hungary, Bulgaria and *Turkey* have therefore no longer any interests in our Association.

These facts were brought to the knowledge of the Allied and Neutral Members of the Commission.

On the subject of the sequestration, the following remarks were made to the Executive Committee, in August 1919, by Mr HANSEN, Swedish Delegate, and the late Mr DEKING-DURA, Dutch Delegate.

Mr HANSEN hoped that the sum representing the interests of the Central countries would be paid back to the Association by the sequestrator, in order to contribute to the renewing of international relations with the Association.

Mr DEKING-DURA, on the other hand, wrote us this :

« This matter of sequestration is of extreme importance. From this it results » that the Belgian law does not consider the Association as a civil subject, the » owner of capital acquired during his existence, but as a gathering of partici- » pators, who have each the right to a part of the capital in proportion to his » contribution, so that the participators, when retiring from the Association, » could claim the restitution of the part of the capital belonging to them. It will » be necessary to examine and see if this state of things should not be modified » and in what way it can be remedied. »

The Report of the Executive Committee, page 63, replies in the following terms to the objections raised by Mr DEKING-DURA :

« By a letter of the 4th of June last, Mr PHOLIEN begged the General Secretary » to give him some information concerning the foundation and the working of » the Association and to let him know what funds or property subjects belonging » to Germany, Austria-Hungary, Bulgaria and Turkey posses in the Association.

» The first particulars were supplied to Mr PHOLIEN ; as for the others, the » Statutes not forseeing any division, or refunding to members withdrawing » from the Association, the sequestrator, after examining the exceptional case

» arising from the war, decided that in order to fix the share which could be » considered as eventually due to the aforesaid countries, it was necessary to » divide the assets between the different countries patronizing the Association » in proportion to the subscriptions paid from 1903 (the first financial year) till » the 4th of August 1914, *date when the Central Empires and their Allies ceased* » *all payments*, the whole of the subscriptions, of « Life-members » of the enemy » countries, amounting to 3,000 francs, must however be included in this share.

» In these conditions, the total sum to be placed at the disposal of the sequestrator is estimated at 76,617.05 francs for the members, Corporations and » Governments of the Central Empires and their allies. »

The importance of this reply consists especially in this, that, contrary to what Mr DEKING-DURA supposed, it is not exact that a State, that a Member or a Corporation, when retiring from the Association, can take his share of the general assets.

Mr BOUTTEVILLE. — In an Association, there can be no question of returning to each one his share, except in the case of dissolution, and that is not the case here.

THE PRESIDENT. — The question is rather delicate.

If we had *civil personnification*, the case would not be doubtful. We hope that we shall be able to obtain it soon : a law aiming at granting *civil personnification* to International Associations, with scientific aims, has been recently voted by the two Chambers and has received the king's sanction. As soon as the formalities, required by this law, will have been fulfilled, we shall obtain civil personnification and our position will be quite in order.

In the meanwhile, we are in the same position as all those numerous Associations, which, while not constituting a legal personality, are nevertheless an Association in point of fact, in no way contrary to the law, which are managed and administered in virtue of specific statutes and regulations, and in which, *the Members, when they retire, have no right to take any part of the assets.*

Here we are confronted by a special case, which is a consequence of the war. The Belgian law sequestering the property belonging to subjects of enemy powers was applied to our Association as it was to all similar Associations. We were told : you cannot keep in your total assets the share of enemy powers, this

share must be sequestered. This is what was done. That is the position. As you can see it is as normal a situation as possible in the abnormal situation which exists at the present moment.

Mr VIELLE. — On the day that the Belgian law grants us civil personnification the sums sequestered will be returned to us and the question, it seems, will be settled.

THE PRESIDENT. — We are not sure that it will be settled in the manner you say. We must know what will be done with the property sequestered; the same question will present itself in France, in England, in all the allied countries.

Sir CECIL HERTSLET. — The Association of Railway Congresses must have found itself in a similar case. The question will have been discussed; was any analogous decision taken?

THE PRESIDENT. — There was, as regards the sequestration, an analogous decision to that taken for us. It could not have been otherwise.

A decision must be taken as to what will be done with the sequestered property. Perhaps this property could be eventually used to reduce Germany's debt. In the meantime the question must remain in suspense.

Mr BOUTTEVILLE. — Sequestration is a provisional and conservative measure, but it does not imply a definite solution as regards the ownership of property. There is a question of law which is independent, to a certain extent, of this operation : that of knowing to whom the sums sequestered belong. After having been paid to the Association, do the sums subscribed continue to belong to the subscribing Members or do they not? This is a question that it is important to decide now without waiting for the abolition of sequestration, for then it will perhaps be too late.

THE PRESIDENT. — This question is not decided.

Mr BOUTTEVILLE. — Has no jurisconsult been consulted on this point?

THE PRESIDENT. — We must presume that the decision which will be taken will be in conformity with the rules of equity and justice ; but we do not yet know what it will be.

Mr WORTMAN. — Mr DEKING-DURA spoke to me on this question ; he considered it as sufficiently serious.

For if the law to which allusion has been made does not intervene, who is the owner of the capital ? For instance, is the Dutch Government the owner of the capital paid in by Dutch Members ? *And if Holland were to withdraw from the Association could she draw this part of the assets ?*

THE PRESIDENT. — Evidently not. *The States and the Members who withdrew from the Association, before the 2nd of August 1914, did not receive any part of the assets of the Association.*

In reality this sequestration is a conservative measure. We shall not know exactly what will be done with the sum in dispute till a legal decision has been taken concerning the sequestered property.

Mr BOUTTEVILLE. — I return to my observation : *the interlocutory question is, does this sum really belong to subjects of the central powers, and if as such it could be sequestered ?*

In a Jointstock Company each shareholder possesses a part of the assets, and, when the Company is wound up, the assets are divided according to the share of each.

But in an Association like ours it is not the same thing : the subsidies and subscriptions are paid without any idea of recovery, not to be capitalised but to be employed to realise the aims of the Association.

As a matter of fact, if we do possess assets, it is because we have been economical enough not to spend all that has been paid in; if we had employed all there would be no assets.

From another point of view, suppose that our Association possesses real estate, must this be sold in order to realise its value so as to be able to liquidate the share of a Member who, for some reason or other, no longer forms part of our Association, having withdrawn or been expelled.

What we have, be it real estate or funds, belongs to the Association in reality, and not to each of the Members.

It seems to me therefore that the money in hand did not represent money belonging to subjects of enemy nations that could be sequestered.

The question is worth examining and should, it seems to me, be submitted to the opinion of a jurisconsult.

Mr CHARGUERAUD. — I am on the side of Mr BOUTTEVILLE. For the sake of form, as also to safeguard the future, it is important not to take a decision of a kind which might constitute a dangerous precedent and place us later on in an extremely delicate situation.

It is my belief that it is necessary for the Executive Committee *to, at once, protest against the sequestration of a part of the assets of the Association.*

It cannot be admitted that each participator may have a certain right to a part of the assets of the Association.

From the legal point of view, it is a very delicate thing to admit that certain sums forming a part of the assets could have a destination other than that fixed by all the Members of the Association or by those who continue to form a part of same.

THE PRESIDENT. — It is indeed very delicate.

Mr CHARGUERAUD. — One might thus be led, swayed by certain ideas or in order to settle some passing difficulty, to take decisions which would have extremely regrettable consequences in the future.

It was said just now that the sums sequestered could serve as a security for Germany's debt. But why should this security apply more to the debt to Belgium than to that to France, to Italy or to any other country? At Paris we have the seat of the Road Congresses. Are we to seize the sums paid in by the Germans and to say that they are going to serve as a security for the debt to France?

All this appears to me very delicate.

Mr BOUTTEVILLE. — In support of my observations, I will draw your attention to *the last article of our statutes, foreseeing a dissolution,* and which may be applied to the present case,

since it is, in a certain manner, a question of a partial dissolution.

ART. 21. — « **1. In the event of its dissolution, the liquidation of the » accounts of the Association shall be entrusted to the Permanent » Commission.**

» **§ 2. Under its guidance, the final assets of the Association shall » be devoted to philanthropic objects relating to navigation.** »

This shows clearly that, even in the event of dissolution, *none of the participants enters into possession again of the sums that he may have paid to the Association*. Therefore, and it is upon this point that I insist, we are not in the position of a jointstock company in which each shareholder remains the owner of his share of the assets; *ours is an Association into which the subscriptions paid are looked upon as lost and to be employed for the purpose of realising the aim of the Association. There cannot therefore be any question of finding among our assets a part belonging to the subjects of the central powers and susceptible of being sequestered.*

The offices of the Association being in Belgium, I know that the Belgian law is applicable to it. We have, however, some rights to uphold, and to safeguard these before it is too late, *the question should be submitted to a jurisconsult.*

Mr CASSEL. — Would it not be well, in this emergency, to ask for the raising of the sequestration? The Belgian law foresees that opposition may be made, and the Belgian courts would then have to decide as to the legitimacy of the sequestration.

Ought not our Committee to follow this conservative procedure, which only entails upon us the responsibility of having tried to safeguard the rights of the Association. (*Marks of assent.*)

THE PRESIDENT. — Gentlemen, in my opinion the moment has not yet come to follow the procedure indicated by Mr CASSEL. The question will be elucidated in time, till then *we do not run any danger in leaving things in their actual state, which is of a purely provisional character.*

The destination of the sequestered property will be decided shortly, and, if it is proposed that German sequestered property

be utilised in reduction of the German debt, leaving it to Germany to indemnity her own subjects, we should then approach the sequestrator and tell him that the sums paid by us to him have not the character of German property. I am convinced that the money will be returned to us.

Mr BOUTTEVILLE. — I esteem that it is at the present moment that opposition to the sequestration should be made.

Mr DUFOURNY. — I think that it would be a good thing to take out a writ.

THE PRESIDENT. — I do not see any inconvenience in writing a letter to the sequestrator setting out our point of view.

Mr DUFOURNY. — A jurisconsult should be consulted beforehand.

THE PRESIDENT. — If the sequestrator acknowledges our protest, I think that that is enough.

Mr BOUTTEVILLE. — An opposition in legal form should be made, by a law officer or other person; a jurisconsult could draw it up.

Mr DUFOURNY. — In order to obtain some result and to safeguard our rights we should take the opinion of a jurisconsult. I may point out that I have heard lawyers contest Mr Pholien's opinion as regards the sequestration of a part of our assets. A jurisconsult, who specialises in this matter, should therefore be charged with our revendication and make same in the necessary legal form.

Mr BOUTTEVILLE. — Exactly.

Mr CHARGUERAUD. — I think that the meeting of the Permanent Committee is an excellent opportunity for making opposition.

So long as the Committee had not met, it was quite natural that no protest was lodged, seeing that the question had not been asked. But after our meeting, it would be dangerous to leave no trace of the opinions which have been uttered here and if there were not some external manifestation of our opposition given in appropriate form.

Let the Executive Committee, as the result of our deliberation, therefore act, either through a law officer or otherwise, so that the sequestrator may be thus advised in a legal and valid manner of the reservations formulated by us. (Marks of assent.)

THE PRESIDENT. — We can do it without any difficulty : the meeting of the *Permanent Committee* is in fact a favourable opportunity for presenting our observations. (*Marks of assent.*)

It is therefore agreed, Gentlemen, that we assert our rights to the Sequestrator in the most valid form and, if necessary, through a judicial channel.

Sir CECIL HERTSLET. — Has not the question also arisen for the Association of Railway Congresses? We could act in the same way as they did.

THE PRESIDENT. — Matters passed off there absolutely as they have done with us; it was even instrumental in calling our attention to the fact that we were not in order according to the terms of the Belgian law, and in our doing, exactly like the Railway Congresses, what we did to avoid any difficulties.

Mr AERTS. — One question, à propos of this discussion : can the Association, having no civil personnification, receive a legacy?

THE PRESIDENT. — It is a question that affects numerous Associations which, no more than ours, have no civil personnification. That has not hindered their development.

M. CHARGUERAUD. — There is however a reserve to be made as regards the delivery of a legacy.

As long as it is only a question of cashing a cheque, an order, a sum of money in any form, that anyone may collect, there is no great difficulty.

But if it is a question of a notary delivering a legacy to the Association in its name I do not think that it would be done so easily.

Mr AERTS's remark is therefore not without its bearing.

THE PRESIDENT. — In effect, the distinction to be made is this. Let a generous donator bequeath, like General BIGOTTI, 2000 francs

to a friend for the benefit of our Association, there is no difficulty, the friend obtains the delivery of the legacy, and sends us the amount.

If, on the contrary, the legacy were made directly to the Association itself, we could not receive it.

This is why it has been urged for many years that *civil personnification* be granted to international associations like ours. As I said just now, we can hope that we shall soon obtain it.

The war has also given rise to other situations which must engage the attention of the Association.

As we have already informed you, we are without news of our Russian colleagues, Messrs DE TIMONOFF, DE SCHOKALSKI, MAXIMOVITCH, etc.

Russia, whose Government accorded a large subsidy to the Association, where we had official and devoted delegates, and where our XIth Congress was held, is in a terrible political situation. It is a country on whose cooperation we can no longer rely for a long time perhaps.

New states have been formed, Poland, Czecho-Slovakia, Serbia-Croatia-Slavonia. Plebiscites are provided for for certain regions of Germany and Austria.

And again the *Society of Nations* has been created.

We should, I think, hold ourselves in readiness and see what is going on in the new countries, in order to be able, eventually, to enter into relations with them, according as the situation and interests of our Association may require.

I do not think that we can do anything else for the moment. (*Unanimous assent.*)

THE PRESIDENT. — We have now arrived, Gentlemen, at the 3rd item of our order of business : « *Contingent modifications of the Regulations* ».

These may arise from the situation created by the war to the Association, from decisions taken by the International Commission in 1913 and 1914 and from decisions that the Permanent Council may take to-day.

In 1913, the Commission completed article 5 as follows :

« Any member of the Permanent Council who may be prevented » from taking part at any one of its meetings may be represented » by another representative who is a member of the Permanent » Commission of his country. »

This addition being only applicable to those countries which have several delegates in the Commission, I think that it would be useful to modify this addition by saying :

« *Any Member of the Permanent Council who may be prevented from taking part at any one of its meetings may be represented by another representative who is a member of the Permanent Commission of his country, or by another delegate chosen by him or designated, eventually, by the Government of his country.* »

Mr AERTS. — By virtue of this modification, a member of the Permanent Council can therefore be replaced by another delegate chosen by him.

THE PRESIDENT. — Perfectly.

Mr DUFOURNY. — Is it not going a little too far?

THE PRESIDENT. — A little liberty must be allowed to the Members of the Permanent Council.

Mr BOUTTEVILLE. — It is going a little far perhaps to allow him an absolutely free choice.

Mr CHARGUERAUD. — I also felt some anxiety on reading this article. We must, however, take it into consideration that it is a member of the Permanent Council who will choose his substitute, and we should give him credit for being able to choose a substitute possessing all the desirable qualities.

Mr DUFOURNY. — It is very large.

Mr AERTS. — There might be an error of judgement on the part of the member in his choice of his substitute.

Mr DUFOURNY. — Exactly. Let us say at least : « *by another delegate chosen by him who is a member of the Association.* »

If he is a member of the Association, that already gives us some assurance : he is already one of the family, he is acquainted

with our aims and our work. Whilst if it is a complete stranger we have not the same guarantees.

Mr BOUTTEVILLE. — As a matter of fact it might happen that a lawyer was sent as delegate to defend some particular interests.

Mr CHARGUERAUD. — In the actual state of our statutes, this guarantee might be illusory : it would be enough, in order to send a stranger as delegate, to have the person inscribed and to pay the ten francs subscription.

Mr CASSEL. — As an answer to this objection, we could say : « *Who has been a member of the Association for at least one year.* » (Assent.)

THE PRESIDENT. — Under these conditions we shall be in agreement if we draw up the article in the following terms :

« Any member of the Permanent Council who may be prevented from taking part at any one of its meetings may be represented by another representative, who is a member of the Permanent Commission of his country, or by another delegate, chosen by him, who has been a member of the Association for at least one year, or designated, eventually, by the Government of his country. (*Adopted.*)

THE PRESIDENT. — In 1914, the Commission discussed the question of « *temporary Members* » who occasionally assisted at our Congresses, generally in order to take advantage of the receptions, excursions and so on. No more have been admitted. *The Association therefore only includes delegates of Governments and Corporations, Life Members and Ordinary Members.*

Up to the present time « Life Members » have been admitted without other formality than a request on a subscriber's form, addressed to the General Secretary. Is it necessary to modify this form of admission and in future to exact two proposers, who are already Members of the Association, as was agreed at the meeting of the 28th May 1914, for *ordinary Members?*

Such is the question that we submit to you; it is within the competence of the Permanent Council, by virtue of n° 2 of Art. 5 of the Regulations.

Mr BOUTTEVILLE. — Why is this change proposed? Is the motive of it some concrete case?

THE PRESIDENT. — No, it is simply a prevision, in order to make the Regulations more homogeneous. There is no objection to introducing this measure. It is one more guarantee.

Mr CHARGUERAUD. — This proposition corresponds with the ideas that I put forward at the meeting of the International Commission on the 28th of May 1914, *on the condition, in any case, that the measure applies only to ordinary and Life Members and not to Corporations.*

This was agreed to by the Commission for *ordinary Members*, leaving it to the *Executive Committee* to draw up the text which was to be submitted to the *Permanent Council* by the post. Life Members, in my opinion, were explicitly included among the ordinary Members.

It is therefore only a matter of approving the wording of a text while taking into account what was agreed upon in 1914; it is not a new disposition of the Regulations.

As regards the procedure it is understood that the text elaborated will be submitted to the Permanent Commission. (*General marks of assent.*)

THE PRESIDENT. — To get to the root of the matter, it is a question of knowing whether we shall require two proposers for *Corporations* as for *individual Members.*

Mr CHARGUERAUD. — It does not seem to me that this is opportune.

Mr BATARD RAZELIÈRE. — For Corporations, this does not seem admissible ; one cannot ask a Chamber of Commerce or a Municipal Council, which is disposed to form part of our Association, to find two proposers.

As long as the *Permanent Council decides the question of the admission of Corporations* we have the necessary guarantees.

M. CHARGUERAUD. — Exactly. Supposing that you have your doubts about some private Corporation, about some syndicate or other, which may seek admission, you have a perfect right to consult the delegates of the country, who will enlighten you and tell you whether you may admit it or not.

Mr DUFOURNY. — We have had, for individual Members, a series of cases in which the advisability of admission was very doubtful, whereas this has never been the case, I believe, for Corporations.

THE PRESIDENT. — The reasons for which similar dispositions are to be found in nearly all Regulations, must be taken into account. When the presentation of new Members is surrounded by certain formalities, the risks of having undesirable Members are always less.

It is the same thing for *Corporations*, with this difference however, that if it is a matter of the Council being against the admission of a Corporation, the decision becomes much graver.

This is why we thought of requiring two proposers in both cases. But this formality may present some objections in the case of Corporations, and we do not insist upon it.

Mr CHARGUERAUD. — For Corporations, I see very small advantages, and disadvantages which, in certain cases, might be quite serious.

Mr DUFOURNY. — As a matter of principle there should be as few restrictions and regulations as possible.

Mr CHARGUERAUD. — It would be better to hold to the resolution of 1914. (*Unanimous assent.*)

THE PRESIDENT. — In 1914, the Permanent Commission decided that **the question of the subscriptions and their distribution, on the occasion of a Congress, between the Executive Committee and the local organising Committee.** should be examined by correspondence between the Executive Committee and the Members of the Permanent Council.

The Executive Committee was hindered by the war from following up this decision. We could, after having looked up the deliberation of 1914, and after having consulted the members of the Permanent Council, submit the question to you at one of the next meetings. (*Marks of assent.*)

Mr CHARGUERAUD. — We have already elaborated a proposed text.

It is a matter of not depriving *the local organising Committee* of resources which might enable it to recruit new members on the occasion of a Congress, as generally, on such an occasion, this Committee advertises largely.

On the other hand, it was desired to leave a part of these resources for the Association itself, because it intervenes financially for a great part in the organising of Congresses. It is to satisfy this double desire that we have made our project, and the Permanent Commission, which had the right to decide, on the intervention of Mr SYMPHER and of Mr DE TIMONOFF, confided to the Executive Committee the task of entering into correspondence with the members of the Permanent Council with a view to drawing up a text and submitting it to the Members of the Permanent Commission.

THE PRESIDENT. — Exactly. *We can take up this correspondence again with a view to the next Congress.* (Unanimous assent.)

THE PRESIDENT. — We now come to the *4th point of our order of business : « XIIIth International Congress of Navigation. »*

On this subject, I must make you acquainted with the following passage from a letter sent by *our Colleague Mr Hansen* to us on the 22nd of September 1919.

« As to a future International Congress it seems to me that the best thing » would be for the Association to organise, at a suitable date (for instance in » 1921) such a Congress in order to find means to renew the international » communications, broken by the terrible war, between all the nations which » formerly took part in our work.

» It is to this, all the same, that we shall be obliged to come some day. It » would be a really « cultural » task and one of the greatest importance to give » rebirth, without too long a delay, to peaceful relations between all the peoples, » the victors as well the vanquished. »

Incidentally we said just now *that it was not yet possible to fix the date of our next Congress ;* and that answers the first part of Mr HANSEN's letter. (*Marks of assent.*)

Then comes the very important question raised by the second part of his proposition : *should the « peaceful relations between all the peoples, the victors as well as the vanquished », be established without too long a delay ?*

Mr CHARGUERAUD. — Gentlemen, I comprehend, to a certain degree, the proposition of our Swedish Colleague, but it seems to me however that he remained too far away from the events that we went through to propose, to day already, that we renew with our enemies of yesterday that confident cooperation of which the PRESIDENT recalled the rupture with emotion.

Doubtless, at our meetings, we were not always in agreement on all points, we used to discuss, we used to contend; but, as I said just now, we were pleased, at our calm before-the-war meetings, to oppose our courteous, dignified and pacific contentions to what we called the horrors of war, and which have been exceeded so greatly by those we have seen.

So short a time after these horrors, it is materially impossible for us to think of renewing relations with those who were the authors of them.

Ah! if it were simply a question of a conflict limited to a restricted number of countries, as has been the case in former days, I should understand that those who had not participated in the struggle might put themselves forward as amiable arbitrators, and try to establish a reconciliation between the states that were at war. But after this world wide conflagration, in which, so to speak, all the countries of the world were called on to take their parts, after the sufferings and the miseries to which we were exposed in spite of ourselves, it is truly impossible, at the actual time, for us to return to the situation that existed in 1914.

That international relations will be reestablished some day, there is no doubt of that; it is not possible to allow such grave and irksome divisions to weigh indefinitely on future generations. Relations will be renewed. But it is not at this moment, when even peace is not yet made, that we should be asked to admit among us, near us, those who caused it to disappear.

There is an organisation superior to ours, and to which we can leave it to solve this question.

Humanity is trying, at this moment, to create the *Society of Nations*. That is to say the states which have retained enough honour and dignity to be able to treat together, are going to create an organism where they can deliberate peaceably on world-wide questions. The central powers and their allies will be

admitted to it on the day that they will have given sufficient guarantees. On that day, a proposition such as is now submitted to us may be presented to our association.

But as long as the SOCIETY OF NATIONS shall not have granted at least partial absolution to the Central Powers by admitting them into its fold, there can be no question of our renewing our relations with our enemies of yesterday. (*Marks of assent.*)

Sir CECIL HERTSLET. — I agree absolutely with our French colleague. The war is hardly finished, the Peace Treaty is not yet even ratified. *We cannot dream of allowing among us the representatives of the enemy powers,* **before these powers have been admitted to the Society of Nations.** (*Further marks of general assent.*)

Mr WORTMAN. — As the representative of a *Neutral* Government, I must say that I quite agree with you, and that I understand very well that you cannot, at this moment, renew relations with your enemies of yesterday.

But as soon as the Central powers have been admitted into the Society of Nations the moment will have come to renew relations with them ; and I hope that that moment will soon arrive.

In the meantime there is a question that requires answering : *The Association includes corporations and individual Members, subjects of the central powers. What is going to be done with them ?*

THE PRESIDENT. — What Mr CHARGUERAUD said applies evidently to all the corporations and all citizens of enemy nations, and not only to their Governments.

Mr WORTMAN. — A practical solution of this situation is wanted.

THE PRESIDENT. — Here is a practical solution : *when the central powers shall have been admitted into the Society of Nations,* we shall be able, in our turn, to readmit their Governments into our Association. We shall then be able to readmit, as Members, the persons and the corporations belonging to these powers, who may ask for admission, as well.

Till then we should consider that their Governments, corporations and citizens have ceased to form a part of our Association. (General marks of assent.)

Mr AERTS. — If an enemy Government sent its subscription ?

THE PRESIDENT. — We could not accept it.

Mr BOUTTEVILLE. — Gentlemen, we want the situation, to be clear. The Permanent Council, which has the right to decide the question of the admission of Members, should have the right to decide the question of their exclusion.

We can therefore decide that Corporations and individual Members belonging to enemy countries no longer form part of the Association.

THE PRESIDENT. — The question was settled, from our point of view, by the action of the sequestrator, at any rate provisionally.

Mr BOUTTEVILLE. — Exactly, but to-day we could take a decision.

THE PRESIDENT. — The *Permanent Council* takes a decision by saying that so long as the enemy powers are not admitted into the Society of Nations, their subjects can no longer be admitted into our Association.

Mr BOUTTEVILLE. — But they actually form a part of it.

Mr DUFOURNY. — No, they no longer form a part of it.

Mr BOUTTEVILLE. — They form a part of it so long as they have not been excluded from it.

THE PRESIDENT. — They are excluded, for the time being.

Mr AERTS. — In many organisms the subjects of enemy powers have been explicitly excluded, with mention of same in the report of the proceedings. It was thus notably in the case of the *Antwerp Chamber of Commerce.*

THE PRESIDENT. — You suggest then expressed exclusion with mention of same in the minutes ?

Mr BOUTTEVILLE. — It is proposed to say : that the *Permanent Council* declares that Corporations and Members of enemy powers no longer form part of the Association and that it has been decided, for the future, that they cannot be readmitted until these powers shall have been admitted into the *Society of Nations.*

This declaration appears to me to be insufficient, I should have preferred a resolution declaring their exclusion.

Mr CHARGUERAUD. — Whether it be by declaration or by a resolution we are in any case in agreement, I believe, as to the fact : which is *that the subjects of the central powers cannot be admitted into our Association so long as these powers shall not have been admitted into the Society of Nations.* (General marks of assent.)

THE PRESIDENT. — And this will be written down in the minutes of our meeting.

Mr CHARGUERAUD. — Exactly. *That is for the future; but for the present?* And those who were inscribed as Members, surely we must say that they are no longer Members? And we must indicate why. What harm do you see in the Council saying that; by virtue of § 2 of art. 5 they have been struck off the list of Members?

Mr BOUTTEVILLE. — I propose that we say explicitly and clearly that the Council has excluded them on account of the events...

Mr DUFOURNY. — And for the reasons which have just been set forth.

THE PRESIDENT. — The clearer the better.

Mr WORTMAN. — For my part, I should prefer the declaration of the fact; for, in my quality of delegate of a neutral Government, it would be difficult for me to vote for a decision of exclusion.

Mr BOUTTEVILLE. — I quite understand, and it is just for that reason that I propose the vote of an explicit resolution.

Mr CHARGUERAUD. — We can perhaps find a means of avoiding this difficulty for our neutral Colleagues.

Let us commence by admitting this rule : can only become Members of the Association the Corporations and persons belonging to the States which form part of the *Society of Nations*.

This rule adopted, consequently, no longer form part of our Association the Members belonging to the Central Powers who are excluded from the *Society of Nations*. In this manner, we do not put our Colleague Mr WORTMAN, whose position I quite understand, under the necessity of voting a formal exclusion.

Mr DUFOURNY. — This procedure is not admissible; for it to be, a modification of the Regulations would be necessary; and we have no power to modify the Regulations; whilst we have the power, by virtue of § 2 of art. 5, to decide on the striking off, for the reasons which have been already set forth.

Mr VIELLE. — The *Society of Nations* does not yet exist.

Mr CHARGUERAUD. — We cannot say that the *Society of Nations* does not exist. It exists from the moment that the *Peace Treaty* has been ratified by three Powers. Moreover a proof that it exists is that I form part of one of its *Commissions* which has already held meetings.

Mr BOUTTEVILLE. — It exists, of that there is no doubt.

THE PRESIDENT. — Mr BOUTTEVILLE has just sent me a proposal thus worded :

**« The Permanent Council, by virtue of § 2 of art. 5 of the Regu-
» lations, and by reason of the considerations set forth by several
» Members, decides on the striking off, the list of Members, of the
» Members and Corporations belonging to the Central Powers at
» war with the Allied and Associated Nations. This decision to be
» effective from the 1st of August 1914. »**

Gentlemen, from the beginning, the *Executive Committee* had faced the possibility of taking an analogous decision.

But on referring to the text of the *Regulations*, we found that

while the latter allow the *Permanent Council* to decide on the *admission* of Members it does not speak of their exclusion.

It therefore appears to me rather difficult to pronounce against a series of Members an exclusion that the Regulations do not foresee, and which besides is not necessary since these Members no longer form part of the Association.

That is why I thought of proposing to you the following text which says about the same thing as yours, but which does not run foul of any difficulty.

« As a result of the war, the members of the Enemy Powers have ceased to form part of the Association.

» The Permanent Council decides that the question of their readmission will only be able to be considered, when the Society of Nations shall have decided to admit the Countries of which the persons referred to form part. »

In this way we limit ourselves to the statement of the fact. The fact exists, it is tangible, we state it : all relations have been broken off with the subjects of the enemy powers, whilst they have continued with the other powers.

There is also the action of the sequestrator, which has put these Members out of our Association.

Finally there is one more fact, which is that the Belgian Government could expel any of these Members who presented themselves with a view to sitting with us.

The question of readmission remains to be decided.

Mr CHARGUERAUD. — For my part, I feel some scruples about adopting this procedure.

You say, briefly, that the war has broken up the Association. But why to our profit and not to the profit of our enemies? It is because you are in possession of *the Offices of the Association* and because you have called us together there. But suppose that the Germans, the Austrians, the Bulgarians and the Turks meet somewhere else, saying also : The Association has been broken up and we continue it among ourselves, to the exclusion of the other countries, who will be right, who will have the advantage? It will be ourselves, because we are the more numerous? Then it is a question of majority, and we must know if we have it. And if we are in the majority we should say so.

For suppose, that instead of being at *Brussels*, the head quarters of the Association were in Switzerland. Switzerland, being a neutral State, could not take up your attitude. It would be quite impossible for her to say that the Association subsists for the profit of France or for the profit of Germany ; she must remain *neutral*. For whose profit would the Association subsist? For that of the majority.

That is why it is preferable, now that we are here, that we employ a formula analogous to the one proposed by Mr Bouttevill. *We must declare, in clear terms, that there is a majority here in favour of the Association subsisting to the exclusion of the subjects of the Central Powers.*

If we are not all in agreement, so much the worse, even should a scission take place. I am generally a strong partisan of unanimously adopted resolutions ; but we must not allow this desire for unanimity to lead us to adopt inadmissible compromises.

Ought the Association to exist for our profit, to the exclusion of subjects of the Central Powers? We think so, and we are here in numbers enough, with the clear idea that I have manifested, and to which Mr Wortman himself has rallied : *on the day that one of the Central Powers shall be admitted into the Society of Nations, we shall no longer have any reason for maintaining this exclusion of its subjects since this country will have been judged worthy to form part of the Society of Nations.*

As for the objection that exclusion has not been provided for in definite terms in the *Regulations*, this ought not to stop us. It has often happened that Associations have pronounced decrees of exclusion, although there was nothing in the Regulations as to how these exclusions should be made.

It is quite evident that, if the Regulations say that a certain committee has the right to decide the question of admission, the same committee has the same right as regards exclusion. And for this it is not necessary that the right of exclusion be provided for formally in the regulations. Those who have the right to admit must always have the right to exclude. For instance, suppose that there were in our Association someone who had been condemned for felony. Under the pretext that you had, one day,

admitted him, his canditature having been seconded by two proposers, you must continue to support his company because his exclusion has not been explicitly provided for in the statutes. No, surely not ? We have the right to admit and equally the right to exclude, noone has ever contested that.

Mr Boutteville. — And even if it were contested, we ought to assert our opinion.

The President. — It is also my idea for the case under consideration.

Mr Charguéraud, — There is not the shadow of a doubt about the possibility of exclusion, if there exists the possibility of admission. Examples of associations having struck undesirables off their lists are numerous, and yet there are very few statutes which provide formally for exclusions.

Mr Boutteville. — Consequently, I esteem that the motion I have presented should be adopted.

The President. — It is to be feared that this motion may not obtain the general suffrage : we risk seeing a manifestation of divergences of views, which would weaken our resolution.

Moreover as long as we may judge it necessary we should restrict admittance to the Association to the members belonging to the *Entente* and to *Neutral* powers.

Mr Charguéraud. — I am generally inclined, especially in international meetings, to seek formula which can conciliate all opinions. But now this appears to be very difficult. Just recently I, myself, showed a desire to find a formula for our common accord. But the more I reflect the less I believe it to be possible.

That we are not in agreement as to a formula of exclusion, that will not offend us. I find that it is quite natural; I understand that the Representatives of Neutral countries find some difficulty in voting the text that we propose. I understand the situation, and I have nothing against them for not voting this text.

It would be otherwise if this repugnance went so far as to oppose to it a contrary text saying, that there was no need of

exclusion; then, I say it frankly, I should not like to find them beside me in the Association. I admit the neutrality, but I would not admit opposition.

THE PRESIDENT. — There is no question of opposition.

Mr CHARGUERAUD. — Exactly. I understand perfectly, I repeat it, the difficulty that our Colleagues, of the neutral countries would experience in voting our text. They are neutrals, it is in their part; were we in their place we should do as much. We cannot therefore have the pretention of exacting an unanimous vote.

Consequently, it is not in order to seek unanimity, which besides is not necessary, that we are obliged to accept a vague formula which consists simply in saying that there is a rupture resulting from the war; for in this way, we shall not say if the rupture leaves the Association in the hands of the central powers or in ours.

THE PRESIDENT. —There can be no ambiguity about the meaning of the vote that we express : no matter which of the two resolutions we may adopt, Mr BOUTTEVILLE's or mine, the respect that we owe to the opinions of all the Members should have this result, that our relations, one with another, will remain the same. Liberty of opinion in the Council, as in the Commission, must be fully respected. (*General marks of assent.*) Mr CHARGUERAUD finds that my text is not explicit enough. I, on the contrary, find that it is so, sufficiently so. We say first that « *the members belonging to the enemy powers have ceased to form part of the Association* », therefore that they are excluded from it, for the two are quite the same. Then we decide that « *the question of their readmission can only be considered eventually when the powers of which they are subjects shall have been admitted into the Society of Nations* ».

This resolution is quite as explicit as the other, and it has the great advantage of permitting an unanimous vote.

M. CHARGUERAUD. — Then the only thing to be done is to divide the resolution into two parts and to vote on each : our

Neutral Colleagues can abstain on the first part and we shall be unanimous on the second.

THE PRESIDENT observes that if the vote is by division, after the vote on each part, a vote on the whole resolution will be necessary, otherwise there would be two separate resolutions.

Mr QUELLENNEC observes that there is nothing to prevent two distinct resolutions and that the question of exclusion is not necessarily bound up with that of readmission.

Supposing that it had been possible to hold the meeting sooner, when there was still no question of the *Society of Nations*, the exclusion would probably have been voted without any talk of the readmission of our old enemies.

M. BOUTTEVILLE. — A vote on the whole text is not therefore necessary.

THE PRESIDENT. — But here is the difficulty : I suppose that I put your proposition separately to the vote, I cannot oppose mine to it, because, in mine, the statement of exclusion is intimately bound to the second part which foresees the future possibility of readmission.

Mr BOUTTEVILLE. — That is precisely one reason more for dividing the two questions : expulsion is a question of fact, which enters into the attributions of the *Permanent Council* and on which it can decide immediately. Readmission, on the contrary, is a matter of modification of the Regulations which we are not capable of settling and which should be submitted to the *International Commission*.

Mr CHARGUERAUD. — Precisely, the two questions ought not to be mixed up.

THE PRESIDENT. — The resolution in its entirety should in any case be submitted to the *International Commission*.

Mr CHARGUERAUD. — We are returning to the recent discussion. We have the power to decide on admission, consequently

we have the right to decide on expulsion. And we ought to express it in our resolution by saying :

« Seeing that it results implicitly from § 2 of art. 5 of the Regulations that the Permanent Council, which has the right to decide on the admission of members has, in consequence, equally the right to decide on their expulsion. »

We should assert this point which, besides, cannot be contested, for the contestation would imply the thesis of the compulsory maintaining in our ranks of every individual who had once been admitted, even were he a person condemned as a felon, or banned by society, under the pretext that noone, according to the statutes, had the right to expel him. To admit such an argument would be to create an extremely dangerous precedent; *therefore we should assert categorically our right to decree expulsion.*

Mr BOUTTEVILLE. — I uphold the addition proposed by Mr CHARGUERAUD : « *let us assert our right and decree the expulsion* ».

As for *future readmission*, that is a question of the Regulations which ought to be submitted to the *International Commission*.

THE PRESIDENT.— But, according to the statutes, it is precisely the question of admission of members that we can decide, but not that of their expulsion.

Mr CHARGUERAUD. — If we have not it, then who has it? For in every Association someone must have the power of getting rid of members whose company one no longer wishes to put up with.

Mr WORTMAN. — I associate myself with what Mr CHARGUERAUD has just said, in the interests of our Association itself.

A day will come when the subjects of the Central powers will have to be again admitted to the Association.

Therefore if you expel them now by a formal decision of the Permanent Council, will it not be very difficult for this same Council to readmit them later on ?

Mr CHARGUERAUD. — There is no foundation for this apprehension : there will be no more difficulty for the members excluded

to-day to reenter our Association, than there will be any difficulty for the *Central Powers* to enter the *Society of Nations* from which they are excluded at the actual moment. On the day that the *States* forming the *Entente* shall open the doors of the *Society of Nations* to the central States, I do not see why the hydraulic engineers of the former States should protest against their own Governments by refusing to readmit to our Association the hydraulic engineers of the central States.

On the request of Mr LARRAIN, the President again read the text of his proposition.

Mr BOUTTEVILLE. — Is it necessary to retain in this text the word « eventually » ? I would admit that you say, from now positively, that, as soon as the central Powers shall have been admitted into the *Society of Nations*, their subjects will be able to be readmitted into our Association.

THE PRESIDENT. — I call your attention to the engagement that you take from now, if you suppress the word « eventually », it is an engagement that perhaps you would not be able to fulfil.

Suppose that a German member of our Association, who had made himself notorious by reprehensible acts in Belgium, ask to reenter our Association, we could not do otherwise thau readmit him.

That, evidently, is not possible, and that is why I inserted the word « eventually », we ought to remain the masters of our decisions.

Mr BOUTTEVILLE. — You are right.

Mr CHARGUERAUD. — It would not be a bad thing, seeing that the import of this word may cause confusion, to modify the formula on this point.

I wish to make it clear that we are not sectarians, and that, when the German Nation shall have been admitted into the *Society of Nations*, we shall not be able to reproach a German with his nationality on his admission into our Association, and that we shall be able to receive him under the same conditions as a Frenchman or an Englishman.

Mr BOUTTEVILLE. — In a word he will enjoy the common rights.

THE PRESIDENT. — I should prefer to reserve all.

Mr BOUTTEVILLE. — I should not like to go so far as that.

THE PRESIDENT. — For the moment, there is no doubt : whether we say that we exclude them, or that we declare the fact of their exclusion, we are quite in agreement that they have ceased to form part of our Association.

Then comes the second part, their readmission when their countries shall have been admitted into the *Society of Nations!* We say that then only, we shall be prepared to examine the question of their readmission. We do not wish to readmit them from now. Consequently it is only an eventuality ; the word has no other meaning than that.

Mr CHARGUERAUD.—Since confusion has been possible, I should like to be precise and say that at that moment, from the point of view of admission, they will be on the same footing as others.

THE PRESIDENT. — We could, if you so desire it, instead of « eventually » say : « *under the conditions of the Regulations* ». (Assent.)

In this case, the text of my proposition will be this :

« As a result of the war, the members of the Enemy Powers have » ceased to form part of the Association.

» The Permanent Council decides that the question of their read- » mission will, only be able to be considered under the conditions » of the Regulations, when the Society of Nations shall have decided » to admit the Countries of which the persons referred to form part.

I think that I may declare the discussion closed and that we can proceed with the voting. *(Unanimous assent.)*

We are therefore going to vote on the first part of the resolution for which two texts have been presented, Mr BOUTTEVILLE's and mine ; after we shall vote on the entirety of the resolution.

Mr CHARGUERAUD. — I am in favour of this proposition, we had better vote on the two ideas : on the one hand, exclusion by application of art. 5 ; on the other hand, simple declaration that

the members of the central powers and their allies have ceased to form part of the Association.

The Members will vote in favour of one or the other of these two formulae. (*General assent.*)

Mr BARBEY calls attention to the fact that, delegate of the Swiss Government, he assists at the meeting « ad audiendum et referendum » and that consequently he has not the quality to take part in the vote.

M. LARRAIN declares that he is in the same case.

The first part of the two texts proposed is put to the vote.

Vote in favour of the President's formula :

Messrs HELLEPUTTE, DUFOURNY, RICHALD, Sir CECIL HERTSLET, KING, VALENTINI, WORTMAN, AERTS and CASSEL.

And for the Boutteville formula :

Messrs CHARGUERAUD, BABIN, BOUTTEVILLE, VIELLE, BATARD-RAZELIÈRE and QUELLENNEC.

In consequence the first part of the formula as drawn up by the PRESIDENT Mr HELLEPUTTE *is adopted.*

The whole of the formula proposed, submitted to the vote of the assembly, is then unanimously adopted.

* * *

THE PRESIDENT. — Gentlemen, our General Secretary desires, for the 5th item of the business of the day « *Sundries* » to deal with some interesting questions.

Mr RICHALD. — Allow me, Gentlemen, to ask you, in the first place, what should be done for the Members who paid their subscriptions during the war, while others did not believe it their duty or were not sollicited to pay them ? Exonerate them during X years ? We cannot give any other compensation, except suggesting that they become « Life Members » and pay the difference between the payments made and 125 francs.

Certain French, Dutch, Swiss, American and Belgian Members paid their subscriptions during the first years of the war. The Danish Members, without interruption, from 1914 to 1919, at the

request of Mr WESTERGAARD, Director of Maritime Works for the State, at Copenhagen a Member of the Commission.

There can be no question, I think, of claiming the subscriptions unpaid from 1915 to 1919. This request would certainly lead to the resignation of many Members.

THE PRESIDENT. — One might try to collect the subscriptions in arrears. To this end I would beg the national Delegations to see what they could do in the matter in their countries. (*Marks of assent.*)

Mr WORTMAN. — What is the position of those who refuse to pay.

THE PRESIDENT. — Normally, those who refuse to pay are struck off the list of Members. But for the arrears, by reason of the extraordinary circumstances in which we find ourselves, we should evidently show much tolerance.

Mr RICHALD. — Next there is the question of the « *Annual Verification of the accounts of the Association* ». We must ask for the cooperation of two new Members of the Commission to replace Mr JUNCKER, French delegate, and Mr DE THIERRY, German delegate, whose terms of office have expired.

The *Permanent Council* begs Mr WORTMAN to accept this mission (*Mr Wortman accepts*) and the French delegation offers to request the Cooperation of its secretary, Mr DE ROUVILLE. (*The Council adopts this proposition.*)

Mr RICHALD. — Finally, Gentlemen, I should like to speak to you about the printing of memoranda at the expense of the Association. The Executive Committee used to dispose of an annual credit of 10,000 francs. Seeing the high cost of printing, by reason of the rise in wages and the price of paper, we ask the *Permanent Council* to allow this subsidy to be raised to 30,000 or 50,000 francs.

In support of our request, it will be enough to point out that the printing of a report of 108 pages, like the Report of the Executive Committee, for 1500 copies, cost, in 1914, 506 francs, while the same report now costs 2000 francs for the same number

of copies, thus an increase of 400 % at a printer's we have recently tried. This increase is from 500 to 550 % at other Brussels printers!

The second supplement to the *Catalogue « Rivers, Canals and Ports »*, now being printed, and of which 2400 copies will be drawn, will cost, without binding, about 12,221 francs instead of 3,645 francs, which was the price in 1914, thus an increase of 235 %.

On page 45 of the Report a list of the works to be printed is given. According to the sum placed at the disposal of the Executive Committee, the latter counts on printing all or limiting the reproduction to one report only per country.

There is also another work of interest for all the Members. I refer to the « Methodical table of the matters in the publications of the XIIth Congress » (analysis of the 119 reports and of the general account of this Congress). This table will contain about 200 pages.

The Permanent Council, *in consideration of the reasons set forth by* Mr RICHALD, *decides to raise the annual credit, placed at the disposal of the* Executive Committee, *for printing works at the expense of the Association, from 10,000 to 50,000 francs.*

The order of business being exhausted, the PRESIDENT adjourns the meeting at 12-15 and invites the Members present to accompany him to the *Palais des Académies* there to be photographed in a group as a souvenir of this extraordinary meeting.

The General Secretary,
J. RICHALD.

The Presidents,
G. HELLEPUTTE.
A. DUFOURNY.

* * *

After the Meeting of the Permanent Council a lunch was offered by the members of the Executive Committee to their Colleagues at the Restaurant de la Regence at Brussels.

During this lunch Mr HELLEPUTTE, Belgian minister, President of the Association, pronounced a speech reproduced hereafter. Mr CHARGUERAUD, President of the French Delegation replied to it in a speech, the text of which follows that of the President.

Speech made by the President Mr HELLEPUTTE.

Gentlemen,

You have been good enough to respond to our invitation by an appearance in numbers and I thank you from my heart. Your presence here proves that our Association has decided to follow up the great mission that it has undertaken.

It was not fated to founder in the midst of the torment which has devastated the world. It will live!

As a Belgian I should fail in my duty if I did not commence by expressing my gratitude to the two great Nations, which were the first to come to the succour of my Country and whose eminent and devoted representatives I have the honour and the joy of finding h re around me.

They had promised to guarantee our Independence, they have kept their promise

When during the night between the second and the third of August 1914, assembled under the Presidency of the King, we settled upon the terms of our reply to the insolent German ultimatum, we had but one preoccupation, to be faithful to Honour, te defend our Liberty, to keep our given word. This reply might be summed up in one word : **No**!

We did not claim, beforehand, any military assistance, any territorial extension or any economical advantages.

But we had confidence in our loyal guarantors, for whom treaties were not scraps of paper, confidence in chivalrous France, in noble England.

This confidence was not belied.

They came to our aid and they maintained their effort without any faltering until the day of victory.

Other Nations later entered the lists, where the destiny of the world was being decided.

To all I address the expression of our unalterable gratitude.

France suffered the most. It is her blood that was the most shed. It is her soil that was the most devastated. It is to her that our special gratitude should go.

On the other side, I shall always remember these words uttered, by a representative of England, before me during a meeting in London : « *In order to maintain the Independance of Belgium, England will fight to her last man and to her last shilling.* » How nobly she kept her word ; you have all, Gentlemen, been witnesses.

It has often been said, speaking of the war, that it had been a return to barbarism, and, truly, our enemies did what they could to justify this word.

People complain also of the moral disorganisation, of the loss of spiritual balance to be remarked in numerous countries and which seem to have been a general consequence of the horrors that have been suffered by all the nations. I shall refrain from contesting the existance of this disorder.

It would however be disregarding the truth and falsifying history not to signal out the magnificent outburst which brought so many nations into the struggle for Justice and Right, for Liberty and Civilisation ! In spite of the differences and sometimes the divergencies of their interests, in spite of their historical origins, their conditions of life, their political traditions, all so diverse, they did not hesitate to renounce a seductive peace in order to face the perils of a war, of which noone could see either the duration or the consequences.

Posterity will inscribe this in golden letters in the annals of Humanity.

Yes ! In a century in which it was said that moral nobleness was no more, that material pleasures were everything, that gold was the one and only sovereign whose empire was not contested, that Might had everywhere taken the place of Right, that in this century and at the same moment so many nations should have leagued themselves together to assert their faith in Justice and Honour, yes, this is a fact which has no equal in the history of the world.

The reward has come and the Might of Right has triumphed over the Right of Might.

What hommage ought not to be rendered to all these nations ! Certainly they did not all bear the same share of the suffering and the sacrifice but, they all have the right to our gratitude, for

the cooperation of none was superfluous, every one of them was necessary to obtain the Victory!

It is to this common Victory that we owe it, that we are able, to-day, to meet once more on soil once again free, to freely take up again the thread of our interrupted work.

Allow me, Gentlemen, to unite in the same, sentiment of gratitude, of affection, of confidence in the future, our eminent Colleagues who represent the Victorious Nations, all the Members of the Permanent Council, and to raise my glass to their health as also to the prosperity of our Permanent International Association of Congresses of Navigation.

* * *

Speech made by Mr CHARGUERAUD, President of the French Delegation.

Mr Minister,

Not possessing your oratorical talent, I cannot rise to the heights that you have just attained by your magnificent words. I told you this morning with what feelings we had returned to take our places in the heart of the International Association of Congresses of Navigation; I recalled to mind those moments when we used to take pleasure in our pacific and courteous discussions, pursued in the general interest, of the horrors of war which we then, however, believed to be submitted, like a duel, to rules of honour.

There only remain, after what you have just said, two duties to be fulfilled.

The first is to thank you in the name of my Colleagues of the various countries, who, I am sure, will associate themselves with me, for the sentiments you have just manifested towards the allied and associated nations and, more especially, towards France. As far as I am concerned, Mr Minister and President, I accept your eulogies because they refer to those qualities, which I do not hesitate to claim for the majority of my fellow citizens. We have faults in numbers; we are perhaps wrong in

reproaching one another with them too often and too openly; but we have one quality : frankness. We have in the depth of our hearts, some sentiments solidy implanted; those of Honour, of Dignity, of Fidelity to the Word given. And it is because of this, that over and above the material pains we have supported, we have so greatly suffered from what it has been given us to see in the course of the terrible catastrophe that has turned tne world upside down.

We must now resume the suspended course of our useful work.

And it is on this subject that it remains for me to fulfil the second duty of which I spoke.

You said, Mr President, that our Association had retained all its vitality and that its prosperity must again assert itself. But, it is necessary to add, and this is what you were unable to say, that it is to you, to your unshakeable confidence, to your devotion, to your perseverance, that the Association owes it to have survived the torment and to find itself once again, after the trials endured, full of force and go. I still remember what you wrote us from Havre, your land of exile, in the month of October 1914, a prey to the quite legitimate emotion inspired by the acts of which you had just been the witness and the victim.

« We should fail in our duty », you said, « if we allowed our Association to perish : but we shall have to take the necessary measures to make sure of its life under the new conditions. »

The Representatives of the various Nations who are united around this table, on the recovered soil of hospitable Belgium, will join me in expressing to you our hearty gratitude.

My dear Colleagues, I invite you to raise your glasses in honour of Mr HELLEPUTTE, our dear President, and to drink to the prosperity of the International Association of Congresses of Navigation.

Translated by : E. Leeds, Director of the Live School, 42, rue de l'Enseignement, Brussels.

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PERMANENT INTERNATIONAL ASSOCIATION

OF

NAVIGATION CONGRESSES

Permanent International Commission

MINUTES

OF THE

MEETING HELD AT BRUSSELS

on the 7th June 1921

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Meeting of the 7th June 1921. – Palais des Académies, Brussels.

1st *Row:* Messrs Wortman, Sir Cecil Hertslet, Colonel Sanford, Dufourny, Helleputte, Dreyfus, Richald, Boutteville, Su,

2nd *Row:* Messrs Kristensen, Sir Charles de Bartolomé, Dabat, Dusuzeau, Vielle, Gobert, Michaelsson, Lambin,

3rd *Row:* Messrs de Rouville, du Bousquet, De Winter, Marcin, Lavaud, Wolin, Gathe, ..., du Cosin, ..., Mutzner.

PERMANENT INTERNATIONAL COMMISSION

OF

NAVIGATION CONGRESSES

Meeting held at Brussels on the 7th of June 1921

MINUTES OF THE MEETING

On the 7th of June 1921, at the Palais des Académies, Brussels, the annual meeting of the Permanent International Commission of Navigation Congresses was held, with Mr. HELLEPUTTE. Minister of State, President of the Association, in the chair.

The proceedings commenced at 10 a. m.

Were present :

EXECUTIVE COMMITTEE :

Messrs. G. HELLEPUTTE, Honorary Engineer of Roads and Bridges, Member of Parliament, Minister of State, President of the Association;

A. DUFOURNY, Honorary Director General of Roads and Bridges, President of the Commission for the Working of the Waterways of Belgium, Member of the Suez Canal Commission, President of the Association ;

J. RICHALD, Chief Engineer, Director of Roads and Bridges, Professor at Ghent University, General Secretary of the Association.

BELGIUM :

Messrs. GOBERT, Honorary Engineer of Mines, General Secretary of the 1st Navigation Congress, at Brussels :

WALIN, Director General of Roads and Bridges at Brussels ;

MAROTE, Director General of Hydraulic Ways, at Brussels;

LAMBIN, Chief Engineer, Director of Roads and Bridges, at Brussels;

DE WINTER, Honorary Engineer of Roads and Bridges, Chief Engineer and Director of Maritime Works for the City of Antwerp.

FRENCH EAST AFRICA :

Mr. BOUTTEVILLE, Inspector General of Roads and Bridges, Inspector of French Colonial Public Works, Paris.

ALGERIA :

Mr. VIELLE, Chief Engineer of Roads and Bridges, Technical Assistant to the Director of Public Works, Railways and Mines of the Government of Algeria, Algiers.

CHINA :

Mr. W. H., SU, First Secretary of the Chinese Legation, Brussels.

UNITED STATES OF AMERICA :

Colonel SANFORD, Corps of Engineers U. S. Army, General Secretary of the XIIth International Navigation Congress, New York.

FRANCE :

Messrs. DREYFUS, Inspector General of Roads and Bridges, Director of the Staff and of accounts at the Ministry of Public Works, Paris;

DUSUZEAU, Inspector General of Roads and Bridges, President of the Navigation Section of the General Council of Roads and Bridges, Paris;

DABAT, State Councillor, Director General of Waters and Forests to the Ministry of Agriculture, Paris;

LAVAUD, Member of the Paris Chamber of Commerce, Sub-Director of the « Société Générale de Touage et de Remorquage », Paris;

DU BOUSQUET, Managing Director of the « Société de Halage Electrique », Paris;

DE ROUVILLE, Chief Engineer, Department of Lighthouses and Beacons, Secretary of the French Section, Paris.

GREAT-BRITAIN :

Sir CECIL HERTSLET, K. B. E., Honorary Consul General, London ;
Rear Admiral Sir CHARLES M. DE BARTOLOMÉ, K. C. M. G., C. B., Director General of Development, Ministry of Transport, London.

NORWAY :

Mr. I. KRISTENSEN, Vasdragdirektor, Christiania.

NETHERLANDS :

Messrs. WORTMAN, Director General of the Zuiderzee Works, The Hague ;
DU CROIX, W. K., Inspector General of Waterstaat, The Hague.

SWITZERLAND :

Mr. MUTZNER, C., Doctor of Technical Sciences, Director of the Federal Service of Waters, Berne.

TUNISIA :

Mr. GARBE, Engineer of Roads and Bridges, Tunis.

URUGUAY :

Mr. MICHAELSSON, FL., Civil Engineer, Paris.

ORDER OF BUSINESS :

1° *Reading of the Report of the Executive Committee on the general situation of the Association 1920-1921 ;*

2° *Report of the Auditing Committee ;*

3° *Is it advisable to ask for Civil personification for the Association, in conformity with the Belgian Law ?*

4° *Contingent modifications of the regulations to put them in agreement with the law ;*

5° *Ordinary and Life Members subscriptions ; Temporary Members subscriptions ;*

6° *XIIIth International Navigation Congress : Organization, Technical programme, Languages in which the Reports shall be published ;*

7° *Sundries.*

The PRESIDENT declaring the meeting open, expressed himself as follows :

Gentlemen,

I have the honour and the pleasure of welcoming you cordially in the name of the *Executive Committee,* and I thank you for answering our invitation in such a number.

In particular I address my welcome to the new Colleagues who attend our meeting for the first time :

Mr. W. H. SU, First Secretary of the Chinese Legation;

Mr. LAVAUD, Member of the Paris Chamber of Commerce, Sub-Director of the « Société de Touage et de Remorquage », of Paris;

Rear Admiral SIR CHARLES M. DE BARTOLOME, K. C. M. G. C. B., Director General of Development, Ministry of Transport, of London;

Mr. MUTZNER, Doctor of Technical Sciences, Director of the Federal Service of Waters, of Berne;

Mr. GARBE, Engineer of Roads and Bridges, replacing Mr. Mourgnot, Director General of Public Works, of Tunis;

Mr. MICHAELSSON, Civil Engineer, ex-Director General of the National Department of Engineers of Uruguay;

Mr. WALIN, Director General of Roads and Bridges, of Brussels;

Mr. DE WINTER, Chief Engineer and Director of Maritime Works for the City of Antwerp;

Several Members of the International Commission, who found it impossible to take part in our Meeting, begged us to make their excuses to the Assembly.

They are :

Mr. CHARGUERAUD, President of the French Delegation;

Messrs. BABIN, DE VOLONTAT and FOUGEROLLE, French Delegates;

Mr. BIXBY, President of the United States Delegation;

Mr. VALDÈS, Chilian Delegate;

Mr. LILLELUND, Danish Delegate;

Messrs. ARENAL and BROCKMANN, Spanish Delegates;

Mr. MARSHALL STEVENS, British Delegate;

Messrs. TORRI, SANJUST DI TEULADA and ROTA, Italian Delegates;

Mr. ICHYO, Japanese Delegate;

Mr. BATARD RAZELIÈRE, Delegate of the Principality of Monaco;

Mr. AERTS, Persian Delegate;

Messrs. HANSEN and HAGG, Swedish Delegates;

Mr. SNELLMAN, Finnish Delegate;

Mr. QUELLENNEC, Delegate of the Suez Canal Company.

THE PRESIDENT. — Gentlemen, in the programme of our meeting figures in the first place the **Report of the Executive Committee, on the general situation of the Association for 1920-1921**. This report has been laid before you. I pass the word to Mr. RICHALD, Secretary General, who will be good enough to give us a *résumé*.

Mr. RICHALD, Secretary General, gives a summary of the report and adds, as regards the payment of the subsidies :

Since the closing of the report, we have received from Mr. MUTZNER, Director of the Federal Service of Waters, of Berne, a letter announcing that the *Swiss Government* had raised the amount of its subsidy from 250 francs to 500 Swiss francs.

We are happy to learn at the last moment, from a telegram from Mr. BIXBY, *President of the United States Delegation,* that the sum of 12,919.80 francs, the subsidy of the United States for the year 1921, has been paid into the « Société Générale de Belgique », to the credit of our Association.

We renew our thanks to our devoted Colleagues.

Finally, Gentlemen, I have to speak to you, for a few instants, on a personal matter; I must request you to be good enough to accept my resignation as Secretary General, for my other occupations make it impossible for me to undertake these functions.

I find myself therefore obliged to ask you to nominate someone to replace me in this position.

I was nominated assistant Secretary of the Association in 1908, and Secretary General in 1910; for the thirteen years that I have been in close relations with my Colleagues, they have shown towards me, under all circumstances, the greatest kindness and affability, for which I shall be always grateful.

I guard a special souvenir for the Delegates of the neutral countries : Denmark, Norway, the Netherlands, Sweden and Switzerland. From the month of August 1915 until the armistice, in November 1918, I was the only member of the Executive Committee, during the occupation of Belgium, to carry on the work of the Association, and from them I received the most precious assistance, not only for the payment of the subsidies of these States, but also for the preparation of work and reports in general, so that, recommencing our activity after the hostilities, we were able to show immediately that our Association was still full of life.

I am, therefore, especially grateful to them, and if Mr. DE MORLOT were here, I should have the greatest pleasure in reminding him that it was thanks to his intervention that we were able to correspond with Mr. PRADELLE, at Paris : it was thus possible for us, so early as last year, to send you all the publications that you have received.

Once again, my dear Colleagues, I thank you for the kindness and amiability with which you have seconded my efforts.

THE PRESIDENT. — Before asking you, Gentlemen, if you have any observations to make concerning the *Report of the Executive Committee*, I wish to say a few words relative to the communication that Mr. RICHALD has just made.

He recently informed me of his intention to resign his functions and, thinking that I should thus express your feelings, I used all my efforts to persuade Mr. RICHALD to reconsider his determination; but, in spite of my earnest entreaties, which perhaps seemed to him a little exaggerated, I failed; to-day, like yesterday, like the day before, he declared that nothing could make him change his mind and I was obliged to incline before the serions reasons of personal expediency that he brought forward. He

is especially anxious to devote himself to his teaching at Ghent University, which takes up the greater part of his time.

I greatly regret the departure of Mr. RICHALD; you know with what assiduity, with what care and devotion, he has undertaken his duties for the last thirteen years; I am even tempted to believe that it is because of the amount of work that he undertook for our Association that in the end he found that the accumulation of his tasks became absolutely insupportable.

A witness of his labour, I know his merits perhaps better than anyone else, and I am convinced that I am expressing the sentiments of you all when I say how much we regret his decision. (*Unanimous marks of assent.*)

In the presence of his irrevocable decision to tender his resignation, I thought it my duty to point out his merits to the Department of Public Works, and yesterday I received, with a real pleasure, that you will share, a letter in which the Minister of Public Works informed me that, on his proposition, the King had nominated Mr. RICHALD, *Commander of the Order of the Crown.* (*Great applause.*)

I greatly rejoice at this distinction granted to our devoted Secretary General; I rejoice thereat for two reasons : firstly, because I see in it the just recognition of the eminent services rendered to our Association by Mr. RICHALD, and also because I see in it a hommage to the Association itself, of which the Belgian Government thus recognizes the full importance. I congratulate therefore at one and the same time Mr. RICHALD and the Association.

While expressing our regrets at seeing Mr. RICHALD give up his duties as Secretary General, I am happy to be able to say that he does not abandon us entirely : he will continue to form part of the Permanent Commission : I know him well enough to venture to say that we shall always be able to rely on his active cooperation and that, in the future, he will do all that he can for the welfare of our Association, just as he has always done in the past. (*Applause.*)

It now behoves us to provide a substitute for Mr. RICHALD, as Secretary General. We took the matter in hand at once, though, I must confess it, I continued to insist on the adjourn-

ment of this resignation so long, that we were, in spite of all, taken a little unawares.

However, without in any way wishing to influence your decision, the *Executive Committee* thinks that it can propose for your choice Mr. LAMBIN, Chief Engineer Director of Roads and Bridges, who, since the origin of our Association, has formed part of the Permanent Commission, and who, when Mr. DUFOURNY was the ideal Secretary General, whom you knew, was his collaborator. (*General marks of assent.*)

Mr. DREYFUS. A few words only, Gentlemen, in reply to the remarks just presented by Mr. President.

In the first place, I hardly know how to say, and I believe that I may here speak in the name of all the Delegates, how much we regret the resignation of Mr. RICHALD. (*Unanimous marks of approval.*)

I also, have had the pleasure of knowing him for a very long time, I know the devotion, the worth, the authority of which he has given proofs and the signal services that he has rendered to our Association. Therefore I can but associate myself, in your names also, I am convinced, with the justly merited eulogies that Mr. President has just addressed to him.

We are happy to hear that this fellow-labourer and this friend is not leaving us altogether, that he remains a Member of the Commission, and that, as such, we can still rely upon his activity and his devotion to our work. (*Further unanmious marks of approval.*)

Need I add that the putting forward of Mr. LAMBIN is received with the greatest pleasure by all the Members of the French Delegation, and that he will obtain all our votes. The services that he has rendered in the past answer for those that he will render us in the future. Thus, I am glad to be able to second the proposal made by our distinguished President. (*Unanimous marks of assent.*)

THE PRESIDENT. — If it suits you, Gentlemen, we can immediately proceed with the election, by secret vote, of the new *Secretary General.*

Mr. DREFUS. — I do not think that a vote is necessary, and I propose to appoint Mr. LAMBIN by acclamation, persuaded

that no voice will be raised against this proposal. (*Unanimous marks of assent.*)

THE PRESIDENT. — Since such is your sentiment, Gentlemen, we will proclaim Mr. LAMBIN *Secretary General*, unanimously and by acclamation. (*Unanimous marks of assent.*)

I hope that he will be good enough to accept this duty : I know him well enough to be sure that we shall be able to rely upon his entire devotion. (*Applause.*)

Mr. LAMBIN. — I thank you from my heart, Gentlemen, for the token of sympathy that you have given me and by which I am greatly moved.

I give you the assurance that, in the accomplishment of my task, I shall do my utmost to follow the example of my distinguished predecessor, so that I may deserve your confidence. (*Applause.*)

THE PRESIDENT. — Has anyone any remarks to make concerning the Report of the Executive Committee ? As noone wishes to speak, the Report is passed.

The second object of our Order of Business is the **Report of the auditing Committee.**

I beg Mr. ROUVILLE to be good enough to read us this Report.

Report of the Auditing Committee for the Financial Year 1920-1921.

The undersigned, Col. SANFORD, Mr. Wortman, Mr. DE ROUVILLE, charged with the auditing of the accounts of the *Association* by the Permanent International Commission of Navigation Congresses, assembled, for this purpose, at Brussels, on the 6th of June 1921, at the seat of the Association.

They proceeded with their work in the presence of Mr. RICHALD, Secretary General, and of his assistants, Mr. VIVANE, accountant, and Mr. CAPPELLE, Honorary Senior Clerk.

They examined the tables of the financial situation and the profit and loss account for the financial year 1920-1921.

The account books and all vouchers were submitted to the *Auditing Committee.*

The undersigned took at random different items of expenses and verified them by means of the corresponding invoices and receipts.

On the other hand they examined the income from States, Corporations or individual Members, remarking that the question often asked about the fall-

ing off of payments will doubtless be solved this time by an addition to the Regulations.

The undersigned counted the cash in hand on this day.

Finally, they verified the account of the different shares held.

These diverse operations of material verification led them to recognize the exactitude of the financial situation as set out by the *Executive Committee* and the accounts of the *Association*, and the perfect order with which the documents have been drawn up.

The undersigned think it their duty to supply the following information :

The income of the *Association* has been particularly important this year, by reason of, on the one hand, the profit realised from the rate of exchange for subscriptions from certain countries (about 25,000 francs), on the other hand, from the payment of subscriptions in arrears as a result of the appeal made after the war (1), so that, with the actual subscribers, only 55,000 to 60,000 francs normal income can be depended upon, instead of the 186,000 francs received in 1920 (2) ;

2° This exceptional situation led the *Executive Committee* to increase its shares by about 208,000 francs and raised the assets from 531,000 to 709,000 francs francs in round figures.

The credit balance for 1920, for the same reasons, has increased from 22,000 to 174,000 francs ;

3° The expenses themselves, on their side, have increased :

By reason of the salaries of the staff attached to the Secretariat General of the *Association* whose rise of salary approved in 1920 by the Permanent Commission, came into full force for the said year ;

Also by reason of the more numerous papers that the *Executive Committee* was able to have printed (3) and the accessory expenses (translations, forwarding) resulting therefrom.

Incidentally we have much pleasure in recording that the accounts department kindly followed out the suggestion, made in 1920 by our Committee,

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(1) Thus in 1920 the Association profited by Japan's subsidies (1915-1919 to the amount of 62,000 francs, instead of a nominal 5,000 francs for the one year only, the same thing applies to the United States, etc.

(2) It would be more logical to put the profits from the exchange due to the participation of towns and the subscriptions of permanent Members (about 2,000 francs) to these payments, as has been done for the subsidies of States (in the amount of frs. 146,978.22) rather than to put them under the head of interest on shares and sundry receipts.

(3) The large volume : *Rivers, Canals and Ports. Bibliographical notes* by Mr. PRADELLE burdened, for instance, the budget for 1920 to the extent of nearly 22,000 francs (printing, translation, binding and forwarding) : the printing of the *Methodical Table of the XIIth Congress* to the extent of about 15,000 francs.

relating to the separation of the « staff expenses » and those for « translations and copies » ;

4° A new reduction of 17,600 francs in the value of Belgian public funds in hand (606,000 francs nominal) must be written down, against 31,800 francs in 1919.

The methods followed since the war as regards the treasury apparently may be continued ;

5° The *Executive Committee* would like your authorization to insure, at 60 years, a life-annuity of 3,600 francs for one of the staff. Mr. Delobel, or for his widow and children, and this by means of a contribution from the *Association* of 22 annuities which do not reach 2,000 francs.

The party interested would be responsible for the supplementary payments necessary to insure the revertibility of his pension to his widow and children, in the same way as the state acts towards its agents.

The *Auditing Committee* presents this measure for the consent of the Permanent Commission, backing it favourably.

The Executive Committee believes it its duty to submit to the Auditing Committee the estimales for 1921.

The said estimates were examined and did not appear to call for any remarks as regards the estimates made for the subsidies, participations or subscriptions and the current expenses ; only it must be remarked that the *Executive Committee* has written down a first figure of 100,000 francs for expenses for the publication of the papers of the XIIIth Congress and to assist the organization of this Congress ; but this assistance can only be realised by levying 58,000 francs on the reserve.

In spite of this perspective, the financial situation of the *Association* seems still good, thanks to the large reserves constituted during the war, and to the graduation of the costs of the London Congress over several years, without speaking of the measures that the *Executive Committee* proposes to make for the increase of subscriptions.

When finishing, the Committee, learnt rom Mr. Richald, that he intended to ask to be replaced as Secretary General to the *Association* by reason of the heavy work entailed by his professorship at Ghent University.

Mr. Richald informed us that his successor will probably be Mr. Lambin, Chief Engineer Director of Roads and Bridges, who is a Member of the Permanent International Commission since the origin of the *Association* in July 1902.

While our Committee is glad to see that its mission will continue to be assisted by a particularly competent and devoted personality, the *Auditing Committee* cannot but, if these measures are confirmed, manifest its profound regret at the departure of Mr. Richald whose charm and assiduous attention have for so long and so greatly facilitated its task.

Brussels, the 6th of June 1921.

In the name of the *Auditing Committee* :

(*s*) Sanford. (*s*) Wortman. (*s*) de Rouville.

The conclusions of the Report are adopted without commentary.

THE PRESIDENT. — We pass on *to the third and fourth objects of the order of business :*

Is it advisable to ask for Civil Personification for the Association ?

This point is particularly important : If such should be the case, some modifications would have to be made to the Regulations to put them in conformity with the Belgian Law, as is provided for by 4° of our order of business.

You have received, Gentlemen, a copy of this law and you will remember that we examined the question at our last year's meeting.

It was then arranged that the *Executive Committee* should study the modifications which it would be necessary eventually to introduce into the statutes of the Association in order to fulfil the conditions of the Belgian Law.

You have before you a copy of the Regulations with the modifications that it must undergo in order that the Association may obtain Civil Personification.

We have also submitted to you the opinion given to us by Mr. JONES, Avocat to the Department of Public Works, on these modifications.

Thus you dispose of all the elements necessary to take a decision, with perfect knowledge of the case, on this important question.

If, however, some of you are not sufficiently enlightened and would like to further study the matter, we could put off a decision to the next meeting.

Mr. DREYFUS. — It seems to me that, last year, the question was put in extremely precise terms, and I think I am right in saying that the general feeling of the *Commission* was favourable to the request for Civil Personification in conformity with the Belgian Law.

The *Executive Committee* has, since, been good enough to study the question and to bring it to a head by preparing a

project of the modifications to the statutes. It is quite certain that the Members of the *Commission*, having just received these documents, have not yet been able to study them. But it seems to me, at first sight, that these modifications are not of such a nature that it is indispensable to put off the examination of them till a later meeting.

If the proposed modifications were read out, it is highly probable that the exchange of views which will follow would result in convincing the *Commission*, and that the latter could take a resolution, without any inconvenience, at the present seance. (*General marks of assent.*)

THE PRESIDENT. — Gentlemen, you have heard Mr. Dreyfus' proposal; if noone objects, we will examine the articles of the Regulations to which modifications must be made. (*Unanimous assent.*)

M. RICHALD, Secretary General, reads the modified articles.

Article 2 would be completed by the following addition :

« Members cease to form part of the Association if they are two years in arrears in the payment of their subscriptions.

» The exclusion of a Member can only be pronounced for grave reasons and by the majority of the Members of the Permanent Commission present at a meeting where the said exclusion has figured in the order of business; this exclusion shall be communicated to the interested party by registered letter. No appeal can be made against the decision.

» Excluded Members cannot lay claim to any part of the assets of the Association, this also applies to the heirs of deceased Members, to Members who have resigned their membership or are considered to have done so by reason of the nonpayment of their subscriptions.

» Resignations should be sent by registered letter through the Post, to the *Executive Committee* of the Permanent International Commission, at Brussels. » (*Adopted.*)

The third paragraph of Article 4 *would be worded as follows* :

« In addition, the General Secretaries of the Navigation Congresses are de jure members of the Permanent Commission, as also the honorary Members and the former Members of the *Executive Committee* who performed their duties during a period of six years. » (*Adopted.*)

To the last paragraph of the same article would be added :

« It alone, is competent to modify the Regulations. Every proposal to modify same must figure in the order of business of the annual meeting, when it will be put to the vote of the Members. » (***Adopted.***)

N° 2 of Article 5 *would be modified as follows :*

« 2. Decides upon the admission and exclusion of Members and Corporations referred to in Article 2;

» Exclusion must be ratified by the Permanent Commission according to the stipulations of Article 2. » (***Adopted.***)

After the first paragraph of Art. 6, *the two following paragraphs would be inserted :*

« The Members of the *Executive Committee* shall be subjects of the country in which the Permanent Commission has its seat and, in agreement with this latter, they will retain their posts until such time as it may be otherwise decided by the International Commission.

» Their dismissal is pronounced by the Permanent Commission, it can only be done for grave reasons. The decision of dismissal must be taken at an annual or at an extraordinary meeting at which the decision to be taken must be specially mentioned in the order of business. The decision can only be taken after the Member or Members, whose dismissal is proposed, has been heard or in case of absence if it is proved that they were duly convoked by registered letter. The decision taken shall be communicated to the interested parties by registered letter through the post. » (***Adopted.***)

N° 4 of the same article would be replaced by the following *:*

« 4. It manages the funds of the Association, places them in the Belgian State Savings Bank, in the Bank, invests them in Belgian State funds or in « Obligations Credit Communal de Belgique » or in shares guaranteed by the Belgian State. It authorises investments in foreign shares guaranteed by the Governments of these countries. »

« 5. It represents the Association in all legal proceedings.»

THE PRESIDENT. — This modification is necessary in order to put the statutes in accordance with the actual situation.

The old disposition was adopted at an epoch, already ancient, when the Association had very few funds.

Since then, it has been understood that the Committee could place funds in the Bank also, or make investments in State funds or shares guaranteed by the Belgian State.

According to the new text, it will be even permissible to authorize investments in foreign shares guaranteed by the States.

Mr. BOUTTEVILLE. — Instead of « foreign shares » could one not say « foreign funds »?

Mr. DREYFUS. — Or again : « in funds possessed or guaranteed by a foreign country ».

Mr. DE ROUVILLE. — It is only a question of, I suppose, countries adhering to our Association.

THE PRESIDENT. — Of course.

Mr. BOUTTEVILLE. — It would be well to say so.

Mr. RICHALD, Secretary general. — We will say it then.

« It authorizes investments in foreign funds guaranteed by a Government subsidizing the Association. » (*Assent.*)

THE PRESIDENT. — We are quite in accord as to the sense, if necessary we can change the wording. (*Assent.*)

Article 6 modified is adopted with this amendment.

Mr. RICHALD, Secretary General. — To finish, Article 21 would be completed, at 2, in the following way :

« 2. Under its guidance, the final assets of the Association shall be entirely devoted to philanthropic objects relating to navigation. »

« Therefore Members, belonging to no matter what category, receive absolutely nothing in this distribution. » (*Adopted.*)

The Regulations thus modified are adopted without any further comments.

THE PRESIDENT. — The Regulations being thus modified with a view to obtaining **Civil Personification**, we shall comply with the wishes of the Permanent Commission by doing the necessary to obtain this personification as quickly as possible.

That will allow our Association to have a legal status, and our work will then be normal and regular. (Unanimous assent.)

We pass on to no. 5 of our Order of Business :

Ordinary and Life Members Subscriptions. Temporary Members Subscriptions.

It is a question of the increase, that we think it our duty to propose to you, of the subscriptions of ordinary and life Members, as well as of temporary Members.

Mr. RICHALD will be kind enough to explain the situation.

Mr. RICHALD, Secretary General. — Gentlemen, the high price of labour and of material, as well as the increase in postal rates, have led the *Executive Committee* to ask itself if it is not the moment to increase the subscriptions of ordinary and life members; we therefore thought it expedient to put this question in the Order of Business of our meeting.

Here is the information that we have gathered on this subject from national and international Associations :

1° According to a letter dated the 18th of April 1921, from the *Executive Committee* of the International Association of Road Congresses, the Permanent Commission will be consulted on the following modifications to be made to Members' subscriptions :

« Ordinary Members would pay 20 francs from the 1st of January 1922.

» The subscription would be raised to 50 francs the first year, for Members who would be admitted during a Congress year. By means of a single payment of 200 francs, ordinary members would be able to redeem their subscriptions and become life Members.

» No supplementary payment would be asked of life Members, who had acquired this quality before the 1st of July 1921.

» The subscription to be paid by members admitted during a Congress year would be therefore 50 francs. Of this sum, 20 francs would be paid to the Association, the surplus, i. e. 30 francs, would be attributed to the Local Organizing Committee. »

2° The Permanent Commission of the International Railway Association has not yet taken a decision, but writes to us : « It is quite evident that the » increase in the rates of subscription of our Members cannot be put off » indefinitely, given the decrease in the value of money. »

3° The Association for the Improvement of Colonial Material has raised the subscription of its Members from 10 to 20 francs.

A number of other National Associations have followed this manner of fixing the subscriptions of their Members.

To sum up, the *Association of Road Congresses* proposes to double the subscription of ordinary Members, that of life Members would be raised from 125 to 200 francs.

An increase in the subscriptions of our supporters is forced upon us under actual conditions. Our publications cost us from 3 1/2 to 4 1/2 times what they did before the war, and postal rates have doubled. But for state subsidies we certainly could no longer send our publications to our Members : it costs 4 francs to send a small parcel of 4 lb. 6 oz. it is not necessary to forward many in order to completely absorb the 10 franc subscription, actually paid.

THE PRESIDENT. — Therefore, Gentlemen, we lay before you a proposal to increase the subscriptions of our three categories of Members, *ordinary Members*, *those who join for a Congress* and *life Members*.

Seeing how the price of everything has risen, Associations raise their subscriptions, States increase the taxes and imposts ; I do not see how our Association can do otherwise than follow.

It seems to me that it would be dangerous to do so, for though our reserve may be actually important, it would be rapidly exhausted, and we should then find ourselves in a very difficult situation.

It appears therefore expedient to increase our resources by raising the subscriptions. *(Unanimous marks of assent.)*

It remains to be seen in what measure they should be increased. We could, in the first place, raise the subscription of ordinary Members from ten to twenty francs; this multiplication by the coefficient 2 is in no way exaggerated. *(General marks of assent.)*

Mr. WORTMAN. — On this subject I should like to make a remark of a purely practical nature.

It is evidently time, in my opinion, to raise the subscription as has been done by all the Associations. But the question is to know how it should be paid, especially for countries with a high rate of exchange.

Thus, with us, in Holland, where the florin is worth about the double of its old value with regard to Belgian money, I had a great deal of difficulty in collecting the subscriptions last year.

And if, the subscription being doubled, the Dutch Members were called upon to pay in Belgian money, four times what they paid before the war, it is to be feared that many of them would resign.

This is why I should like to propose to you to leave to the Delegates of the countries with a high rate of exchange, the liberty to judge in what manner they should proceed with the collection of subscriptions.

Mr. DUFOURNY. — This proposal seems to me to be fair enough. *(Marks of assent.)*

THE PRESIDENT. — It is, in short, the question of exchange that Mr. WORTMAN raises.

Perhaps there would be a means of giving him satisfaction, it would be to say that subscriptions will be paid in « Belgian francs ». In this way, while doubling their subscriptions, the Dutch Members would still economize.

But this solution might present other inconveniences.

Mr. DREYFUS. — Exactly, the delicate point is to know what repercussion that might have on the finances of the Association.

It would be interesting, on this point, to know what is, in the total revenue of the Association, the proportion between the income from subscriptions of private Members and the income from State subsidies.

Now, suppose that we decide that private Members pay their subscriptions in Belgian francs, will not the States find that it is also to their interest to pay their subsidies in Belgian francs? And in that case would it not cause a decrease in our income rather than an increase? It is an extremely delicate and interesting point, because I think that the amount of state subsidies is considerably superior to the whole of the private subscriptions.

THE PRESIDENT. — Here is the ratio, as foreseen in this year's estimates :

State subsidies (not including the cost of premises paid by Belgium).	fr. 73,000
Towns and Corporations.	11,000
Members subscriptions	10,000

The State subsidies are therefore a long way in front.

Mr. DUFOURNY. — For my part, I deem it better not to raise the question of exchange for the time being.

States will probably continue to pay us their subsidies as they have done up to now.

As far as Members subscriptions are concerned, let us limit ourselves to saying that the subscription is raised to 20 francs, leaving the Delegates absolute liberty to judge in what manner they should effect the payment. (*General assent.*)

THE PRESIDENT. — We are in agreement then, Gentlemen, under these conditions, to decide that the subscription of ordinary Members is raised to 20 francs. (*Adopted.*)

The subscription of Members who join for a Congress year will be raised to 50 francs, of which 20 francs for the Association and 30 francs for the local organizing Commission. (*Adopted.*) As for the subscription of Life Members, it appears to me therefore logical to increase it in the same proportion and to raise it to 250 francs. (*General assent.*)

Mr. RICHALD, *Secretary General.* — Some Members having already paid their subscriptions in advance, for one or more years, it is also understood that the increase will not be applied for the years in question. (*Marks of approval.*)

THE PRESIDENT. — We now handle the *6th object of the order of business :*

« **Organization of the XIIIth Navigation Congress** ».

You know, Gentlemen, where this question stood at our last meeting. After the Permanent Commission had expressed an unanimous desire to see the next Congress held in England, in 1922, we have been in communication, through the medium of our Colleagues SIR CECIL HERTSLET and SIR CHARLES DE BARTOLOMÉ, with The Institution of Civil Engineers, who kindly put their premises at our disposal, and nominated SIR MAURICE FITZMAURICE as Chairman and Mr. R. B. DUNWOODY as Secretary of the Local Organizing Committee of the Congress.

Now, we have just learnt that SIR MAURICE FITZMAURICE, by reason of the state of his health, cannot accept the duties of Chairman of the Local Commission, and that Mr. R. B. DUNWOODY had not yet decided to assume the functions of Secretary of the same Commission.

We are therefore quite at sea, having neither Chairman, nor Secretary for the Organizing Commission of the future Congress.

On the other hand, Sir CECIL HERTSLET and Sir CHARLES DE BARTOLOMÉ told us just now that it was not possible to hold a Congress in London in the month of September, the date originally fixed, and that, consequently, it is necessary to adjourn the next Congress to the Spring of 1923.

That is how the question stands.

Sir CECIL HERTSLET. — Mr. President, Gentlemen, as a matter of fact the month of September is not the right moment to hold a Congress in London. The weather is hot and it is the holiday season : most of the Ministers and people of importance leave the Capital for the sea-side or for the country, and it would be much better to hold the sittings of the Congress in the Spring, in the month of May, for instance.

But, indeed, it is no longer possible to organize a Congress for the month of May of next year. The necessary preparations, especially the reports on the questions to be studied, their printing and forwarding in good time to the Members, could not be accomplished between now and then.

On the other hand, Gentlemen, as the President has just informed you, other difficulties have arisen : Sir MAURICE FITZMAURICE, by reason of his state of health, cannot accept the Chairmanship of the Local Committee, and Mr. R. B. DUNWOODY has informed us that he cannot yet definitely accept the post of Secretary.

It is evident that some time will be necessary to arrange matters. Consequently, I propose, in agreement with Sir CHARLES DE BARTOLOMÉ, to adjourn the next Congress to the month of May 1923, the most favourable moment, it seems to me, for this meeting. (*Marks of assent.*)

THE PRESIDENT. — Sir CECIL HERTSLET told me before the meeting what he has just communicated to you. I took it upon

myself to reply that it is evidently the Delegates of the country which is the host, who are the most capable of judging, with full knowledge of the case, the most suitable date to hold the Congress.

When we were in correspondence with the Directors of the Institution of Civil Engineers, they informed us that the premises that they would place at our disposal were free in July, August and September. That is how the question arose of assembling the Congress in the month of September, which, for us, is a holiday month and allows of counting on the greatest number of participants. But if, according to the opinion of our English Colleagues, the month of May would be better, it is this month that we ought to choose.

As Sir CECIL HERTSLET has just said, it would be very difficult to hold the XIIIth Congress in May 1922, especially in the presence of the desistance of the Chairman and the hesitation of the Secretary of the Local Committee. So that no other solution remains but to put off the Congress for one year and to hold it in the month of May 1923.

Between now and then we shall have time enough to make sure of a good organization, our friends in England will have been able to find another Chairman, and, if necessary, another Secretary for the Local Commission, and so everything will be arranged for the best.

SIR CECIL HERTSLET. — It is quite understood that we make this proposal under the reserve of obtaining the consent of the Institution of Civil Engineers, who invited us to hold the Congress in London next year, but who will not see any inconvenience, I believe, if it be held the following year.

THE PRESIDENT. — We were in agreement with the Institution of Civil Engineers to hold the Congress in 1922; it is evident that we ought to ask the Council if it will suit them to lend us their premises in 1923. We should however previously agree upon the date to be chosen.

Mr. DREYFUS. — Since our English Colleagues say that it would be preferable to hold the Congress in May 1923, we may

accept this date under reserve of the compliance of the Institution of Civil Engineers.

But perhaps there would also be an advantage in arranging with the Association of Road Congresses so as not to make the two Congresses fall in the same year. As a matter of facts there are so many engineers belonging to both Associations, that this is a component part that we have not the right to neglect.

If we were in a position to take a decision to-day, we could contingently choose the month of May 1923, and immediately inform the Association of Road Congresses. But we cannot take a decision at this moment, since we have still to obtain the consent of the Institution of Civil Engineers.

There is therefore a double question in reserve. What is more we have always worked hand in hand with the Association of Road Congresses; it would be better to maintain this good understanding, and, to this end, bringing the heads of the two Associations together would not be useless.

Mr. BOUTTEVILLE. — I know that, at the Association of Road Congresses, last Saturday they examined the possibility of holding the next Congress in Spain in the month of June 1923. But this is still only an eventuality.

Mr. DREYFUS. — Without going into details, is seems more than probable thas neither of the two Congresses will sit in 1922. Probably therefore it will be necessary to hold one in 1923 and the other in 1924. Which of the two will meet first? The one which will be ready first.

Mr. WALIN. — There has not been a Road Congress since 1913.

THE PRESIDENT. — We are in about the same position, seeing that our last Congress took place in 1912.

Mr. BOUTTEVILLE. — There is also the Railway Congress, which should take place, I think, in 1922.

THE PRESIDENT. — It seems to me that we might proceed as follows :

We would begin by saying that there will not be a Navigation Congress in 1922. (*Assent.*)

We would then decide that the Congress meet in the Spring of 1923, under reserve of agreement with the Institution of Civil Engineers. (*Assent.*)

Finally we will keep in touch with the Association of Road Congresses, informing them of our intentions and of the steps taken, so that no misunderstanding may be possible. (*Fresh assent.*)

Mr. MICHAELSSON. — And if the Road Congress decides to meet in Jun 1923 ?

Mr. WALIN. — The International Commission of Road Congresses will meet on Saturday the 11th of June ; the best thing therefore would be not to take a decision to-day : the offices of the two Associations could arrange matters between them.

Mr. DREYFUS. — Since it is a question of asking the Institution of Civil Engineers whether they can agree to the meeting of the Congress in May 1923, they could be asked at the same time if the month of May 1924 would suit them equally well.

Mr. DE ROUVILLE. — May or June.

SIR CECIL HERTSLET. — I do not particularly insist upon the month of May. The only thing to be remembered is that the months of August and September are not suitable on account of the heat and because many people leave London. You can therefore perfectly well choose one of the months of May, June or July.

Mr. DREYFUS. — It is necessary that the two Congresses be held one in 1923 the other in 1924. The question of which of the two will be held first is quite secondary, noone will make it a

selfish matter. The only interesting thing is that the two do not coincide. (*Marks of assent.*)

THE PRESIDENT. — If we are in agreement in the sense that has just been indicated, SIR CECIL HERTSLET could, on his return to England, put himself in touch with the Institution of Civil Engineers in order to know if, contingently, the month of May or June 1923 or 1924 would be suitable. (*Assent.*)

Mr. DUFOURNY. — It is quite understood that we should confirm our request in writing.

THE PRESIDENT. — Perfectly, the steps taken by SIR CECIL HERTSLET would make us gain time.

Mr. DUFOURNY. — Mr. WALIN could also inform the Permanent Commission of Road Congresses of our intentions.

Mr. BOUTTEVILLE. — Here also there would be confirmation in writing.

THE PRESIDENT. — Perfectly. (*General assent.*)

THE PRESIDENT. — Gentlemen, with a view to the London Congress we have also to come to an agreement on the *technical Programme.*

We have placed before you the programme which was drawn up for the Stockholm Congress, showing three modifications presented by the French and Dutch Delegations.

It is Mr. DE ROUVILLE's turn to speak.

Mr. DE ROUVILLE. — The Committee did indeed lay before us a Programme, which was the Programme drawn up for the Stockholm Congress.

The French Delegation answered that, if the British Delegation accepted this programme, the French Delegation would accept it also, under reserve of two small modifications which are indicated in the document placed before you.

But we added that, if the British Engineers suggested other questions, the French Delegation also reserved the right to make fresh suggestions.

If the Stockholm programme is going to be maintained, we propose, *in the first question of the 1st Section (Inland Navigation) to replace « Improvement of Rivers » by « the arrangement of rivers »*.

And we propose to add to the second question of the 2nd Section (*Maritime Navigation*) « *Standardisation of the language of maritime signals* ».

But the questions put are of a nature that can be modified or replaced by others that are more important.

THE PRESIDENT. — Exactly. I pointed out also that there was a proposal by the Dutch Section tending to replace the first communication of the 2nd Section (*Swing and drawbridges; technical and economical study*) by the following :

« *Utilization of tides for the production of power for the benefit of working and lighting ports and of maritime work (the working of lock-gates, etc.)* ».

Only it is the local organizing Commission who ought, in the first place, to say if this programme suits them or if they have other questions to suggest.

However, up to now, we have not received any proposal.

Mr. DE ROUVILLE. — There are questions which might have been interesting for a Congress to be held in Sweden, in 1915, and which have quite lost their importance for a Congress to be held in England in 1923 or 1924. (*Marks of assent.*)

Mr. DUFOURNY. — Time and expense must also be taken into consideration.

If we are supplied with too many reports, without leaving us even the time to read them, they serve no purpose. It would be well to limit the programme to a few questions only, which would be thoroughly studied. (*Marks of assent.*)

Mr. DE ROUVILLE. — It would be interesting, in order not to be lost in a crowd of secondary questions.

THE PRESIDENT. — There is, indeed, a question to be examined in the first place, it is relative to the total number of reports and communications.

We shall be in agreement, I think, in saying that it is right to reduce the programme to a restricted number of important questions which can be thoroughly studied. (General assent.)

If you like, Gentlemen, we shall continue to keep in touch with the local organizing Commission, in order to draw up a programme which answers to these conditions and which will be submitted to you later on.

Are we agreed in this sense? (*Unanimous assent.*)

THE PRESIDENT. — Gentlemen, we have still to submit to you *the question of languages in which the reports presented to the Congress should be published.*

The publication continued to be made in French, English and German until 1920. But, given the actual situation, we wondered if the cost, which is very great, for the printing in German, was still in ratio to the usefulness and to the receipts from the German speaking countries.

Consulted on this subject, the Danish, Norwegian, Swedish and Swiss Delegates informed us that they could manage with reports in French or in English. We therefore propose to you, for the time being, to only publish them in these two languages.

Mr. MUTZNER. — I can quite well conceive the economical reasons that are the motive of the proposal made to us, and I understand its adoption provisionally.

To our Members in German Switzerland, who have been generous in paying their subscriptions in Swiss francs, I should, however, like very much to be able to say that we had the greatest possible consideration for their convenience, but that the actual situation really does not justify the publication of the reports in German.

To this end, I should very much like to know the number of **Members of the Association** who, out of the total, ought to receive the publications in German.

THE PRESIDENT. — Here is the proportion :

2.000 Members receive the publications in French or English; 135 receive them in German, to wit : Danes, 42, Swedes, 66, Swiss, 22 and Finns, 5.

Mr. MUTZNER. — I thank you for the information, and I quite understand that under these conditions, it is expedient to only publish the documents in two languages.

THE PRESIDENT. — We are therefore in agreement, Gentlemen, *to decide, provisionally, to only publish the documents of the Congress in two languages, in French and in English. (Unanimous assent.)*

THE PRESIDENT. — Gentlemen, we have thus exhausted our order of business. Has anyone among you a proposal or a communication to make or any information to ask for ?

It is COLONEL SANFORD'S turn to speak.

COLONEL SANFORD. —

Mr. President, Gentlemen,

I should like to say a few words regarding the forthcoming Congress, more especially as the last Congress was held in America. There, we had very little difficulty in obtaining funds. Congress was particularly liberal and granted the double of the sum we had expected, while the Engineering Societies, Cities, etc. were most liberal. In all quite a large sum was raised.

The American Members have been very much interested to hear that the next Congress will take place in England, probably next year, though the date is immaterial, and I can promise that they will all take an active and enthusiastic interest, in every possible way, to promote its success.

It is unfortunate that the Canadian Government has seen fit to withdraw its adhesion. I believe that this decision could be changed if proper representation were made to leading Canadian Engineers, asking for their intervention. It was by correspondence with these and by later personal conference with them and other prominent persons in Canada, and by the later energetic action of the Canadians, that they brought about the splendid reception given to our delegates in that country.

The success of such methods in Canada and in all the localities in the United States included in the excursions given to the XIIth Congress is mentioned as a suggestion also in connection with the XIIIth Congress.

THE PRESIDENT. — As you have just heard, Gentlemen, Col. SANFORD expresses regret that the Canadian Government has withdrawn its subsidy, but at the same time he expresses the hope and even the conviction that it might return to better sentiments by personal steps taken through prominent persons able to aid us in this way. We also, we regret deeply that the Canadian Government has withdrawn from our Association, and we are quite disposed to take all the steps possible with a view to its return to us.

Mr. DREYFUS. — All the more so because we remember the cordial manner in which we were received in Canada in 1912. (*Unanimous marks of assent.*)

Col. SANFORD. — Another suggestion that I have to make is regarding the Office of the Secretariat at Brussels : It is that someone who speaks English well should always be on duty there. This seems important both now, because the XIIIth Congress is to be held in England and afterward because, in number of Members and total of contributions the English speaking Members form a much more important part of the Association than before the war.

THE PRESIDENT.— The desire expressed by Colonel SANFORD appears to me quite legitimate, and we will do our utmost to give him satisfaction as far as it is possible. Evidently it is our wish

to be able to understand the most easily, the most perfectly and the most rapidly possible all our Colleages from foreign countries.

I hope therefore that we shall be able to arrange matters so as to satisfy this desire.

Further I thank Col. SANFORD for his communications which prove once more all the interest that he takes in our Association. (*General marks of assent.*)

It is Mr. GOBERT 's turn to speak.

Mr. GOBERT. — Gentleman, I mention to you that the maritime port of Brussels is going to be inaugurated in a few weeks.

It is for us, citizens of Brussels, an important event, and I recommend it to the kind attention of Members of our Association. I hope that they will come in numbers, to enhance, by their presence, the lustre of the festivities that we plan.

THE PRESIDENT. — I understand quite well the interest that our honorable Colleague, Mr. GOBERT, takes in the ceremonies of the inauguration of the Seaport of Brussels : he is in a way the father; it is, more or less, for his child that preparations are being made to celebrate the majority of its entrance into the world. (*Smiles.*)

Before the war already this solemnity was thought of; imposing projects had been elaborated, to the realization of which I was happy to be able to secure in a large measure the cooperation of the Government.

Circumstances have led to a considerable reduction in the programme of the festivities, but the inauguration of the Seaport of Brussels will nevertheless be an important fact.

We shall be all the more happy to assist, because we can celebrate, at the same time, the triumph of our Colleague Mr. GOBERT, one of the founders of the Permanent Association of Navigation Congresses.

The steps taken by Mr. GOBERT, with his friends, some forty years ago, to endow Brussels with a maritime port, were besides the origin of the Navigation Congress.

We shall therefore be happy to reply in the largest measure

possible to the invitation that our excellent Colleague has been kind enough to address us. (*General marks of assent.*).

Noone else asking to speak the meeting is closed at 11.50 a. m.

The Secretary General,
A. LAMBIN.

The Presidents,
G. HELLEPUTTE,
A. DUFOURNY.

* * *

A photographic group of the Members present was taken at midday, with a view to keeping a souvenir of this meeting of the Commission; the latter was then invited to the traditional lunch offered by the Belgian Delegation, during which the most cordial toasts were exchanged.

The afternoon was devoted to visiting the *amphibian boats* at Petit-Willebroeck.

Translated by E. Leeds, Director of the Live School, Soc. coop., 42, rue de l'Enseignement, Brussels.

BRUSSELS
Printed by
IMPRIMERIE DES TRAVAUX PUBLICS (S. A.)
Manager : G. TERNEUS
169, RUE DE FLANDRE, 169

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OF

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Permanent International Commission

MINUTES

OF THE

MEETING HELD AT BRUSSELS

on the 7th of June 1922

Executive Committee — Secretary General's Office
38, Rue de Louvain
BRUSSELS

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Meeting of the 7th June 1922. — Palais des Académies, Brussels

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PERMANENT INTERNATIONAL COMMISSION

OF

NAVIGATION CONGRESSES

Meeting held at Brussels on the 7th of June 1922.

MINUTES OF THE MEETING

The annual meeting of the Permanent International Commission of Navigation Congresses was held at the « Palais des Académies », Brussels, on the 7th of June 1922, with Mr. HELLEPUTTE, Minister of State and President of the Association, in the chair.

The proceedings commenced at 10 a. m.

Were present :

EXECUTIVE COMMITTEE :

Messrs HELLEPUTTE, Honorary Engineer of Roads and Bridges, State Minister, Member of the Chamber of Representatives, President of the Permanent International Association of Navigation Congresses, Louvain ;

DUFOURNY, Honorary Director General of Roads and Bridges, General Secretary of the VIIth International Navigation Congress, President of the Commission for the Working of the Navigable Waterways, Member of the Suez Canal Commission, President of the Permanent International Association of Navigation Congresses, Brussels ;

LAMBIN, Inspector General of Roads and Bridges, Secretary General of the Permanent International Association of Navigation Congresses, Brussels.

BELGIUM :

Messrs WALIN, Director General of Roads and Bridges, Brussels ;

BOUCKAERT, Inspector General of Roads and Bridges, Director General of Waterways, Brussels ;

RICHALD, Chief Engineer, Director of Roads and Bridges, Honorary Secretary General of the Permanent International Association of Navigation Congresses, Professor at Ghent University, Brussels ;

GOBERT, Honorary Engineer of Mines, General Secretary of the first International Navigation Congress, Brussels.

FRENCH EAST AFRICA :

Mr. BOUTTEVILLE, Inspector General of Roads and Bridges, Inspector General of Public Works for the Colonies, Paris.

CHINA :

Mr. PYAU LING, First Secretary of Legation of the Chinese Republic, Brussels.

FRANCE :

Messrs BABIN, Inspector General of Roads and Bridges, President of the Maritime Ports Section of the general Council of Roads and Bridges, Paris ;

DUSUZEAU, Inspector General of Roads and Bridges, President of the Navigation Section of the General Council of Roads and Bridges, Paris ;

DREYFUS, Inspector General of Roads and Bridges, President of the Maritime Ports Section of the general Council of Roads and Bridges, Paris ;

LAVAUD, Member of the Paris Chamber of Commerce, Director of the « Société Générale de Touage et de Remorquage », Paris ;

DU BOUSQUET, Managing Director of the « Société de Halage Electrique », Paris ;

DE ROUVILLE, Chief Engineer of Roads and Bridges, Chief Engineer Department of Lighthouses and Beacons, Secretary of French Section of the Permanent International Association of Navigation Congresses, Paris.

GREAT-BRITAIN :

Sir CECIL HERTSLET, K. B. E., Honorary Consul General, London ;

Mr. MARSHALL STEVENS, Member of Parliament, General Secretary of the IVth International Navigation Congress, London.

ITALY :

Messrs SANJUST DI TEULADA, Superior Inspector of Civil Engineering, Member of Parliament, General Secretary of the Xth International Navigation Congress, Rome ;

SASSI, Superior Inspector of Civil Engineering, Milan ;

BERETTA, Doctor of Science, General Secretary of the Italian National Association of Navigation Congress, Rome.

JAPAN :

Captain ICHIJO, Naval Attaché at the Japanese Embassy, Paris.

MONACO :

Mr. BATARD RAZELIERE, Inspector General of Roads and Bridges, Paris.

NORWAY :

Mr. KRISTENSEN, Vasdragdirektor, Christiania.

NETHERLANDS :

Messrs WORTMAN, Director General of the Zuiderzee Works, The Hague ;
DU CROIX, Inspector General of Waterstaat, The Hague.

SWITZERLAND :

Mr. STRIKCLER, Chief of Section of the Federal Water Service, Berne.

CZECHOSLOVAKIA :

Mr. MÜLLER, Ingénieur, Plenipotentiary Minister, Delegate of the Czecho-Slovakian Republic to the International Commissions of the Danube, the Elbe, and the Oder, State Secretary at the Ministry of Public Works, Prague.

TUNISIA :

Mr. GARBE, Assistant-Director of Tunisian Public Works, Tunis.

GOVERNMENT COMMISSION OF THE TERRITORY OF THE SAAR :

Mr. CAMPUS, Sub-Director of Public Works of the Government Commission of the Territory of the Saar, Saarbrück.

Order of Business :

1) Reading of the report of the Executive Committee on the general situation of the Association 1921-1922 ;

2) Report of the Auditing Committee ;

3) Request for the granting of « Personnification Civile » (civil status) by application of the Belgian law. Modifications of the Regulations in order to put these latter in agreement with the law ;

4) XIIIth International Navigation Congress : Organisation, Technical Programme, Reporters ;

5) Sundries.

Regarding the adhesion of Canada, as you know both Sir Charles DE BARTOLOMÉ and myself had already approached the Canadian members with a view of obtaining the adhesion of their Government, but these overtures did not come to anything.

At present this matter is in the hands of Lord DESBOROUGH, Chairman of the Local Organising Commission, he has already taken steps, and he has great hopes that they will be crowned with complete success.

Lord DESBOROUGH has taken similar steps regarding India and New Zealand and there also he hopes to be successful, we all of us, hope that before the London Congress, we shall have obtained the adhesion of Canada, India and New Zealand. *(Unanimous marks of satisfaction.)*

The *Report of the Executive Committee* is unanimously passed without further observations.

The PRESIDENT. — *The second object of our order of business is the*

Report of the Auditing Committee for the Financial year 1921

The undersigned Mr. WORTMAN and Mr. DE ROUVILLE, charged with the Auditing of the accounts of the Association by the Permanent International Commission of Navigation Congresses, assembled, for this purpose, at Brussels on the 6th of June 1922, at the seat of the Association.

Col. SANFORD, owing to ill health, was unable to join them in this work, which they proceeded with in the presence of Mr. LAMBIN, Secretary General, and of his assistants, Mr. VIVANE, Accountant, and Mr. CAPPELLE, Honorary Senior Clerk.

They examined the tables of the financial situation and the profit and loss account for the financial year 1921.

The account books and all vouchers were submitted to the *Auditing Committee.*

The undersigned took at random different items of expenses and verified them by means of the corresponding invoices and receipts.